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**ANNUAL REPORT**  
**OF**  
**THE POSTMASTER-GENERAL**

**OF**  
**THE UNITED STATES**

**FOR**

**THE FISCAL YEAR ENDED JUNE 30, 1872.**



**WASHINGTON:**  
**GOVERNMENT PRINTING OFFICE.**  
**1872.**

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Report of the Auditor of the Treasury for the Post-Office Department.

# REPORT OF THE POSTMASTER-GENERAL.

POST-OFFICE DEPARTMENT,  
*Washington, D. C., November 15, 1872.*

SIR: The ordinary revenues of this Department for the fiscal year ended June 30, 1872, including revenue from money-order business, were \$21,915,426.37, and the expenditures of all kinds \$26,658,192.31. For the year ended June 30, 1871, the ordinary revenues were \$20,037,045.42, and the expenditures \$24,390,104.08. The increase of revenue for the year 1872 over the year 1871 was \$1,878,380.95, or 9.37 per cent., and the increase of expenditures \$2,268,088.23, or 9.29 per cent., showing a net increase of expenditures of \$389,707.28. The increase in revenue for the year 1872 over 1870 was \$3,036,048.72, or 16.08 per cent., and the increase of expenditures for 1872 over 1870 was \$3,309,354.68, or 14.17 per cent. The increase in revenue for 1872, compared with 1871, was greater than the increase for 1871, compared with 1870, by \$720,713.18; and the increase of expenditures for 1872, compared with 1871, was greater than the increase for 1871, compared with 1870, by \$1,226,821.78.

If, in addition to the ordinary revenues, the Department be credited with \$700,000 appropriated for the transportation of free matter, and the amounts drawn and expended for subsidies to steamship lines, it will appear that the deficiency provided out of the general Treasury for the year 1872 is \$3,317,765.94, against \$2,928,058.66 for the year 1871.

The accompanying report of the Auditor fully sets forth the details of the financial operations of the Department.

The estimated expenditures for the year ending June 30, 1874, are.....	\$30,903,167	Estimates for 1874.
The revenues, estimated at 10 per cent. increase over last year.....	\$23,619,231	
Estimated revenue from money-order business.....	100,000	
Estimated increase in revenue consequent on the introduction of postal cards.....	833,334	
	<u>24,552,565</u>	
Leaving a deficiency of.....	<u>6,350,602</u>	

## REPORT OF THE POSTMASTER-GENERAL.

## Subsidies.

The foregoing estimates do not include the following special appropriations in the nature of subsidies:

For mail steamship service between San Francisco and Japan and China.....	\$500,000 00
For special subsidy for like service, under sections 3 and 6 of the act approved June 1, 1872, from October 1, 1873, to June 30, 1874.....	375,000 00
For mail steamship service between the United States and Brazil .....	150,000 00
For like service between San Francisco and the Sandwich Islands.....	75,000 00
<b>Total .....</b>	<b>1,100,000 00</b>

## Deficiency appropriations.

Of the deficiency appropriated for the year 1870, there was unexpended June 30, 1871, the sum of.....	\$3,690,000 00
Of the amount appropriated for 1871, there was unexpended at the close of that year.....	3,035,032 00
Amount appropriated for the year 1872.....	3,969,383 00

A total of.....	10,694,415 00
There was drawn during the last fiscal year, of the amount unexpended at the close of the year 1870, for payments on account of that year.....	\$68,364 00
Of the amount appropriated for the year 1871, for payments on account of that year, .....	416,636 00
Of the amount appropriated for the year 1872 .....	3,083,750 00
	<u>3,568,750 00</u>

Leaving amount of deficiency appropriations undrawn..	7,125,665 00
There was also carried to the "surplus fund" of the general Treasury, of the deficiency appropriated for 1870, and not needed.....	2,621,636 00

Leaving in the general Treasury, undrawn, the sum of..	4,504,029 00
There was also in the hands of the Assistant Treasurers of the United States a balance of.....	250,984 06

## Deficiency appropriations available.

Making the total amount available for payment of indebtedness to June 30, 1872.....	4,755,013 06
Against which there are chargeable sundry unliquidated accounts, estimated as follows:	
For balances to foreign countries.....	\$197,400 00
For mail service under contract and recognized, but not yet reported.....	411,635 15
Mail service still unrecognized.....	185,705 00
	<u>794,740 15</u>

<b>Net balance.</b>	Leaving, after settlement of all liabilities to June 30, 1872, a net balance of deficiency appropriations of.....	<u>3,960,272 91</u>
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The number of adhesive postage-stamps issued during the year was 541,455,070, representing.....\$15,840,649 00 <sup>Issues of postage-stamps and stamped envelopes.</sup>  
 Stamped envelopes, plain, 58,276,500, representing..... 1,663,196 50  
 Stamped envelopes, "request," 46,825,000, representing.. 1,391,630 00  
 Newspaper-wrappers, 8,824,250, representing..... 175,152 50

The whole number of stamps, stamped envelopes, and newspaper-wrappers was 655,380,820, of the aggregate value of..... 19,070,628 00

The increase in the issue of stamps, stamped envelopes, and newspaper-wrappers is exhibited by the following table: <sup>Increase in issues.</sup>

Description.	Fiscal year ended June 30, 1872.	Fiscal year ended June 30, 1871.	Increase, amount.	Increase, per cent.
Adhesive postage-stamps..	\$15,840,649 00	\$14,630,715 00	\$1,209,934 00	8.27
Stamped envelopes, plain..	1,663,196 50	1,432,474 75	230,721 75	16.10
Stamped envelopes, request	1,391,630 00	1,434,181 50	*42,551 50	*2.96
Newspaper-wrappers .....	175,152 50	132,180 00	42,972 50	32.50
Aggregate .....	19,070,628 00	17,629,551 25	1,441,076 75	8.17

\* Decrease.

The number of packages of postage-stamps lost in the mails during the year was ten, representing \$256, and of stamped envelopes none; being much less than losses from similar delinquencies in 1871 and previous years. <sup>Lost postage-stamps.</sup>

#### CONTRACTS.

There were in the service of the Department on the 30th of June, 1872, 5,544 contractors for the transportation of the mails on public routes. <sup>Transportation statistics.</sup>

There were at the close of the year 2,325 "special" offices, each with a mail-carrier whose pay from the Department is not allowed to exceed the net postal yield of the office.

Of public mail-routes in operation there were 7,259, aggregating in length 251,398 miles, in annual transportation 114,984,322 miles, and in annual cost \$12,572,264. Adding the compensation of railway post-office clerks, route-agents, mail-route messengers, local agents, mail-messengers, and baggage-masters in charge of registered packages, amounting to \$2,206,944, the aggregate annual cost was \$14,779,208.

The service was divided as follows:

Railroad routes: Length, 57,911 miles; annual transportation, 62,491,749 miles; annual cost, \$6,502,771—about 10.40 cents per mile.

Steamboat routes: Length, 18,860 miles; annual transportation, 4,308,436 miles; annual cost, \$779,865—about 18.10 cents per mile.

Other routes, on which the mails are required to be conveyed with "celerity, certainty, and security:" Length, 174,627 miles; annual transportation, 48,184,137 miles; annual cost, \$5,289,628—about 11 cents per mile.

There was an increase over the preceding year in length of routes of 13,039 miles; in annual transportation, 7,411,528 miles; and in cost, \$1,042,869. Adding the increased cost for railway post-office clerks, route, local, and other agents, \$331,418, the total increase in cost was \$1,374,289.

The railroad routes have been increased in length 8,077 miles, and in cost \$777,792. Assuming the increase caused by the re-adjustment of rates for the year ended June 30, 1872, to be the same as that shown in Table F for the year ended September 30, 1872, viz, \$354,865, the expense for new railroad service may be set down at \$422,937, being an average cost of \$52.36 per mile per annum.

Progress of the  
system of railroad  
mail-service.

An interesting table, compiled from the annual reports of the Department, is presented herewith, showing the amount of railroad mail-service, and the cost thereof, in successive years, from the commencement of such service, in 1836, to June 30, 1872. The report for 1836 shows the annual transportation on railroad and steamboat routes combined. The length of railroad routes was first reported to be 974 miles at the close of the year ended June 30, 1837. The length in 1872 was 57,911 miles, an increase of 56,937 miles in thirty-five years, being an average of over 1,626 $\frac{3}{4}$  miles per annum. The largest increase in length for any one year was for 1872, being 8,077 miles. The first report of the annual cost of railroad routes, uncombined with steamboat routes, was \$531,752 on the 4th of November, 1845. The cost in 1872 was \$6,502,771, showing an increase of \$5,971,019 in twenty-seven years, and an average increase of over \$221,148 per annum. The largest increase in cost for any one year was for 1872, being \$777,792.

Re adjustment of  
pay on railroad  
routes.

Table E, presented herewith, exhibits returns of the character and amount of the mail-service on railroad routes in the States of New Jersey, Pennsylvania, Delaware, Maryland, and Ohio, obtained with a view to the re-adjustment of the rates of pay on such routes in those States for the new contract term commencing 1st July, 1872. The table contains returns, also, from railroad routes in other States, submitted by the proprietors thereof, as the basis for the adjustment or re-adjustment of their compensation. The re-adjustment of rates on old routes and the adjustment of rates on new routes, founded on these returns, are shown in Table F, in which it will be seen that the rates were in-

creased on 89 and decreased on 14 old, and fixed on 19 new routes, and that the net excess of the present over the former amount of annual pay by re-adjustment is \$354,865.94. The number of new railroad routes put in operation within the year ending June 30, 1872, was 116, on which, as a general rule, temporary rates of compensation were fixed, not exceeding the maximum (\$50 per mile per annum) allowed by law to roads of the third or lowest class, with the understanding that the pay should afterward be re-adjusted, if necessary, according to the grade of the service, to be shown by the usual returns. The 19 new routes included in Table F are exceptions to the rule, the proprietors having preferred to commence the transportation of the mails without a fixed compensation, leaving the rate of pay to be afterward determined according to the grade of the service.

The preparation and publication of post-route maps have been continued during the past year, under the supervision of the topographer; and the maps, as brought up in successive editions, have been distributed to postmasters, members of Congress, and others. Post-route maps.

The map, in four sheets, of the States of Illinois, Iowa, and Missouri, is nearly completed, and the portion embracing Illinois is in course of distribution. Maps of other States will be taken in hand as fast as practicable, so as to extend the benefits of this very essential auxiliary to the work of the Department.

The amount of fines imposed upon contractors and deductions made from their pay for failures and other delinquencies for the last year was \$92,381.47, and the amount remitted during the same period was \$23,349.21, leaving the net amount of fines and deductions \$69,032.26, as appears from the following recapitulation: Fines and deductions.

Amount of fines .....	\$2,968 01
Amount of deductions.....	89,413 46
Total.....	92,381 47
Amount remitted .....	23,349 21
Net amount.....	69,032 26

A table appended to this report exhibits in detail the number, description, and cost of mail-bags, locks, and keys purchased and issued during the year. The total number of new mail-bags procured and put in service was 77,670, of which 65,212 were used for transmission of printed matter, and 12,458 for letter-mails. The cost was \$99,020.61. The number of locks of the new kind purchased was 5,000, at a Mail-bags, locks, and keys.

cost of \$2,800. Of old iron mail-keys, 4,000 were purchased, at a cost of \$800. The cost of repairing mail-locks was \$1,236.30. The total amount expended for mail-locks and keys was \$4,836.30.

Through mails.—  
Between Atlantic  
and Pacific coasts.

The transmission of through mails between the Atlantic and Pacific coasts was greatly interrupted by snow-blockades west of Omaha during portions of the months of December, January, February, and March last. The number of days on which no mails were received at San Francisco from New York was, in December, 19; in January, 24; in February, 25; and in March, 10. The average time occupied in the transit to San Francisco from New York was, in December, 214 hours 15 minutes; in January, 273 hours 17 minutes; in February, 467 hours 46 minutes; and in March, 194 hours 5 minutes. Only 11 mails out of 54 from New York were carried through to San Francisco in schedule-time in December, only 3 out of 69 in January, none out of 82 in February, and only 41 out of 71 in March. The number of days on which no mails were received at New York from San Francisco was, in December, 18; in January, 24; in February, 19; and in March, 9. The average time occupied in the transit to New York from San Francisco was, in December, 208 hours 41 minutes; in January, 295 hours 15 minutes; in February, 425 hours 36 minutes; and in March, 189 hours 55 minutes. Only 3 mails out of 23 from San Francisco were carried through to New York in schedule-time in December, none out of 28 in January, only 3 out of 16 in February, and only 15 out of 31 in March. The average time occupied in the transit for the whole period from October, 1871, to September, 1872, was, going west, 216 hours 23 minutes; going east, 197 hours 45 minutes. Excepting the four months above specified, the number of mails conveyed to San Francisco from New York from October, 1871, to September, 1872, inclusive, was 568, of which 511 were carried through in schedule-time, and 57 behind time; and, excepting those four months, the number of mails conveyed to New York from San Francisco, from October, 1871, to September, 1872, inclusive, was 241, of which 206 were carried through in schedule-time, and 35 behind time. The average time occupied in the transit, excepting the four months, was, going west, 176 hours 11 minutes; going east, 171 hours 16 minutes. The average time for the whole of the preceding year was, going west, 173 hours; going east, 169 hours 45 minutes. Excepting the period, therefore, during which the route was obstructed by snow, there is but little variation

this year from the degree of regularity noted in previous reports. Particulars indicating the character of the service between San Francisco and other cities than New York on the Atlantic side will be found in the through-mail tables appended hereto, from the office of the Second Assistant Postmaster General.

A change of the through-mail route between Washington and New Orleans was made in May last, so as to run, after passing Cleveland, Tennessee, via Dalton, Georgia, Calera, Alabama, Montgomery, Alabama, and Mobile, Alabama, instead of Chattanooga, Tennessee, Grand Junction, Tennessee, and Canton, Mississippi. A decrease of 92 miles in the length of the route was thereby obtained, and the tables show a gratifying improvement in speed and other particulars. The number of mails carried through to New Orleans from Washington, by the old route, in the seven months from October, 1871, to April, 1872, inclusive, was 212, in the average time of 81 hours 51 minutes; whereas in the succeeding five months, 150 mails were carried through, by the new route, in the average time of 71 hours 43 minutes—a gain of 10 hours 8 minutes. The shortest time, going south, by the old route, in the first seven months, was 76 hours 50 minutes; in the succeeding five months, by the new route, 64 hours 30 minutes—a difference of 12 hours 20 minutes. Of the 212 mails, going south, by the old route, in the first seven months, 161 were carried through in schedule-time and 51 behind time; whereas of the 150 mails, going south, by the new route, in the succeeding five months, 119 were carried through in schedule-time and 31 behind time. In the first seven months, going south, by the old route, 25 mails were half a day or more behind time, 1 mail was miscarried, and there were 20 days on which no mail arrived at New Orleans from Washington; in the succeeding five months, going south, by the new route, 28 mails were half a day or more behind time, 2 mails were miscarried, and there were 20 days on which no mail arrived at New Orleans from Washington. The number of mails carried through to Washington from New Orleans, by the old route, in the seven months from October, 1871, to April, 1872, inclusive, was 212, in the average time of 80 hours 38 minutes; whereas in the succeeding five months, 159 mails were carried through, by the new route, in the average time of 68 hours 58 minutes—a gain of 11 hours 40 minutes. The shortest time in the first seven months, going north, by the old route, was 72 hours 40 minutes; in the succeeding five months, by the new route, 61 hours 10 minutes—a difference of 11 hours 30

—Between Wash-  
ington and New  
Orleans.



minutes. Of the 212 mails, going north, by the old route, in the first seven months, 144 were carried through in schedule-time and 68 behind time; whereas of the 159 mails, going north, by the new route, in the succeeding five months, 141 were carried through in schedule-time and 18 behind time. In the first seven months, going north, by the old route, 68 mails were half a day or more behind time, and there were 42 days on which no mail arrived at Washington from New Orleans; in the succeeding five months, going north, by the new route, 16 mails were half a day or more behind time, and there were 10 days on which no mail arrived at Washington from New Orleans. The average time, taking both routes together, for the whole period, from October, 1871, to September, 1872, inclusive, was, going south, 77 hours 39 minutes; going north, 75 hours 38 minutes; against an average for the preceding year, by the old route, of 83 hours 49 minutes, going south, and 82 hours 1 minute, going north—a gain for the present over the preceding year of 6 hours 10 minutes, going south, and 6 hours 23 minutes, going north.

—Between Wash-  
ington and Cincin-  
nati.

Prior to October, 1871, the through mails from Washington to Cincinnati were conveyed principally via Columbus, Ohio, the average time occupied in the transit being about 33 hours 30 minutes. During the year ending with the month of September, 1872, they were conveyed wholly via Parkersburgh, West Virginia, the average time occupied in the transit being 25 hours 45 minutes—a gain of 7 hours 45 minutes.

The through-mail tables above mentioned exhibit many other interesting facts connected with the transmission of mails on a number of the leading and most important routes.

Mail depreda-  
tions.

The number of complaints of missing letters during the year was 4,898, of which 2,305 were registered and 2,593 unregistered, containing bonds, drafts, and currency to the nominal amount of \$235,479.84. Of registered letters, 839 were accounted for, and only 172 have been reported as actually lost. The remaining cases are in the hands of special agents for investigation.

For violation of the postal laws, 196 persons have been arrested, of whom 69 have been convicted and sentenced to different degrees of punishment, and of the remainder some have been discharged and others are awaiting trial.

Railway post-of-  
fices.

Railway post-offices continue to receive the special attention of the Department, and the improvement effected during the past year has been most gratifying. Since the 30th June, 1871, this branch of the service has been largely extended.

Eight new lines have been established, with an aggregate length of 2,909 miles. The daily service has been increased 6,094 miles, and the annual service 2,224,310 miles, making necessary the appointment of 136 additional postal clerks, of various grades, at an annual cost of \$172,200. Table K, presented in the appendix, with the report of the Second Assistant Postmaster-General, shows the exact condition of every line of railway post-offices on the 30th June last, together with the improvements and appointments made during the preceding year.

#### FOREIGN MAILS.

The total number of letters exchanged, during the year, with foreign countries, was 24,362,500, an increase of 4,066,502 over the number reported for 1871. Of this number, 12,774,064 were sent from, and 11,588,436 were received in, the United States. Statistics.

The number of letters (single-rate) exchanged in the United States and European mails was 17,682,999, an increase of 3,569,439 over the number reported for 1871.

The total postages on the letters exchanged with foreign countries amounted to \$1,871,257.25, an increase of \$135,990.93 over the amount reported for 1871.

The aggregate amount of postage (sea, inland, and foreign) on the letter-mails exchanged with the United Kingdom of Great Britain and Ireland, Germany, France, Belgium, the Netherlands, Switzerland, Italy, Denmark, Sweden, Norway, and Spain, was \$1,303,854.05, an increase of \$122,796.64 over the amount reported for 1871. The postages on letters *sent* exceeded the postages on letters *received* from the same countries in the sum of \$20,776.33, being over 1½ per cent. of the aggregate amount. The postages collected in the United States amounted to \$819,244.30, and in Europe to \$484,609.75; the excess of collections in the United States being \$334,634.55, or 25.6 per cent. of the entire postage receipts from European correspondence.

Comparing the year 1872 with the year 1871, the rate of increase in the total number of letters exchanged with foreign countries was 20 per cent., and the rate of increase in the amount of postages thereon was 7 5-6 per cent. The increase in the number of letters exchanged with European countries was 25.3 per cent., and the increase of postages thereon amounted to 10.4 per cent.

The total weight of mails exchanged during the year with European countries was 1,640,689 pounds, (over 820 tons;) the weight of letter correspondence being 351,905 pounds, and of printed matter and samples 1,288,784 pounds. The aggregate weight of mails sent to Europe was 813,989 pounds, Weight of mails  
exchanged with  
European coun-  
tries.

and of mails received from Europe 826,700 pounds. The weight of letter correspondence sent to Europe was 186,186 pounds, and of letter correspondence received from Europe 165,719 pounds. The weight of printed matter and samples sent to Europe was 627,803 pounds, and of printed matter and samples received from Europe 660,981 pounds.

Cost of trans-  
porting the trans-  
atlantic and other  
ocean mails:

The cost of the United States transatlantic mail steamship service for the year 1872 was \$220,301.70, being an increase of \$46,163.31 over the cost of the same service for the year 1871. The payments made to the respective steamship lines conveying mails to Europe, receiving the sea-postages as full compensation for the service, were as follows, viz:

The Liverpool and Great Western (Williams & Guion) line, for 52 trips, from New York to Queenstown.....	\$65, 862 67
The Inman line, for 67 trips, from New York to Queenstown.	68, 961 17
The Hamburg American Packet Company, for 50 trips, from New York to Plymouth and Hamburg, and also for convey- ing mails from New Orleans to Santander, (Spain,) and Havre, (France) .....	49, 422 38
The North German Lloyd, of Bremen, for 70 trips, from New York to Southampton and Bremen, and also for conveying mails from Baltimore and New Orleans to Bremen .....	26, 299 95
The Cunard line, for 50 trips, from Boston to Liverpool....	5, 689 23
The Canadian line, for 53 trips, to Liverpool .....	3, 973 68
The Baltic Lloyd line, for 9 trips, from New York to Stettin.	92 62
	<u>220, 301 70</u>

The United States postages on mails conveyed to and from the West Indies, Mexico, Panama, South Pacific, Belize, (Honduras,) Nova Scotia, Newfoundland, and Bermuda amounted to \$137,415.31, and the cost of the sea-conveyance thereof was \$81,719.27. The United States postages on mails exchanged with Brazil, Japan and China, the Sandwich Islands, New Zealand, and Australia, by means of the subsidized lines of direct mail steamers, amounted to \$38,945.22.

The total cost of the United States ocean mail steamship service for the year 1872 (including \$725,000 paid from special appropriations for steamship service to Japan and China, to Brazil, and to the Hawaiian Islands) was \$1,027,020.97.

New contracts  
for ocean mails.

Contracts for the conveyance of the mails from New York to European ports, copies of which are annexed, have been executed with the Liverpool and Great Western Steamship Company for the Wednesday's mail from New York to Queenstown and Liverpool; with the Hamburg American Packet Company for the Thursday's mail from New York to Plymouth and Hamburg; with the Oceanic Steam Navigation Company for the Saturday's mail to Queenstown and

Liverpool; and with the North German Lloyd, of Bremen, for the Saturday's closed mails from New York to the continent of Europe, via Southampton. Each of these companies receives the sea-postages on the mails conveyed as full compensation for the service, and the contract with each expires on the 31st of December, 1873, when it is hoped that the sailing-days of the respective transatlantic steamship lines can be so adjusted as to secure the dispatch of mails from New York to Europe on each week-day by steamers of approved speed.

The contract for the conveyance of an additional monthly mail on the mail steamship route between San Francisco and Japan and China, authorized by the act of Congress approved June 1, 1872, has been awarded to the Pacific Mail Steamship Company, of New York, the contractor for the existing monthly service, the bid of that company for the performance of the required service, at a compensation of \$500,000 per annum, being the only one received under the advertisement issued by this Department. A copy of this contract is annexed.

A new contract has been executed with the Pacific Mail Steamship Company, contractor for the mail steamship service to Japan and China, under the stipulations and provisions of the acts of Congress approved February 17, 1865, and February 18, 1867, which discharges and releases from future responsibility the sureties for said company under the previous contracts, executed the 16th of October, 1866, and the 20th of March, 1867, respectively, and substitutes new sureties in their stead. This contract contains all the stipulations and conditions of the two contracts previously executed, and was made at the request of said company, for the sole object of accepting new sureties and releasing the original sureties from further responsibility, as they have retired from the management and direction of the company. A copy thereof is hereto annexed.

I respectfully renew the recommendations made in my report of last year for an increase of service from monthly to semi-monthly trips on the mail steamship route to Brazil, and also for a moderate subsidy in aid of the establishment and maintenance of an American line of mail steamers between San Francisco and New Zealand and Australia, by way of the Hawaiian Islands.

Increase of service to Brazil and subsidy for line to Australia again recommended.

A postal convention has been concluded with the Kingdom of Denmark, a copy of which is appended, establishing, from January 1, 1872, a reduced international postage of 7 cents per single rate on letters exchanged with that king-

Postal conventions.

dom, and moderated charges on prints of all kinds, patterns, and samples of merchandise. Similar postal conventions have been agreed upon with the postal administrations of the kingdoms of Sweden and Norway, and now await formal execution. These conventions will establish a reduced international letter-postage of 9 cents per single rate to Sweden, and 10 cents per single rate to Norway.

A second additional convention has been concluded with Switzerland, establishing a regular exchange of correspondence, in closed mails, at reduced postage-rates, by the route through Germany, via Bremen or Hamburg, a copy of which is annexed.

The postal conventions with Ecuador and the Argentine Republic, referred to in my last report, have been ratified by the governments of those countries, respectively, and the ratifications thereof exchanged at Washington. Copies of these conventions are hereto annexed.

A postal convention with Newfoundland, reducing the international letter-postage to 6 cents, has been concluded, a copy of which is annexed.

Reduction of  
postage on corre-  
spondence with  
all parts of the  
civilized world.

During my administration, improved postal conventions and arrangements have been concluded with the leading commercial countries of Europe and America, establishing greatly reduced postage-charges on correspondence with all parts of the civilized world. France is the only commercial country of prominence with which any serious difficulty has been encountered in effecting a reduction of postage and otherwise improving the conditions of international mail communication. I have the satisfaction to state, however, that the negotiations with the French government give promise of the early conclusion of a postal convention, fixing the single rate of international postage at 8 cents (40 centimes) per 10 grammes, and providing for the exchange of printed papers of every kind upon satisfactory terms. The draught of this convention has been definitely agreed to by the French director of posts, and has been submitted for the approval of the minister of finance. Its conclusion will place our postal communications with all parts of the world on a most advantageous footing, leaving little to be accomplished by treaty for some time to come, with respect either to cheapness of rates or facilities of postal intercourse.

#### APPOINTMENTS.

The report of the appointment office shows the following:

Number of post-offices.	Number of post-offices established during the year.....	2,703
	Number discontinued.....	885
	Increase .....	1,818
	Number in operation on June 30, 1871 :.....	30,045

Number in operation on June 30, 1872 .....	31,863
Number to be filled by appointments of the President .....	1,200
Number to be filled by appointments of the Postmaster-General..	30,663

### Appointments were made during the year:

On resignations .....	4,091	Number of ap- pointments made during the year.
On removals .....	939	
On changes of names and sites .....	199	
On deaths of postmasters .....	328	
On establishment of new post-offices .....	2,703	
Total appointments .....	8,260	
Number of cases acted on during the year .....	9,410	Cases acted on.

The number and aggregate compensation of special agents, route-agents, mail-route messengers, railway post-office clerks, and local agents in service during the year ended June 30, 1872, were:

59 special agents .....	\$168,755
764 route-agents .....	737,820
146 mail-route messengers .....	89,910
642 railway post-office clerks .....	812,600
95 local agents .....	69,216
Total compensation .....	1,878,301

The free-delivery system has been in operation during the year in fifty-two of the principal cities, with the following aggregate results:

Number of letter-carriers .....	1,443
Mail letters delivered .....	127,098,828
Local letters delivered .....	33,003,880
Newspapers delivered .....	36,627,368
Letters collected .....	115,117,321
Amount paid carriers, including incidental expenses ....	\$1,385,965 76
Postage on local matter .....	\$907,351 93

### Showing the following increase, compared with last year:

Letter-carriers .....	24
Mail letters delivered .....	14,486,135
Local letters delivered .....	5,958,120
Newspapers delivered .....	4,017,015
Letters collected .....	1,829,719
Amount paid carriers, including incidental expenses ....	\$32,042 53
Postage on local matter .....	\$149,231 15

The following table shows the number of employes in the Post-Office Department; also the number of postmasters, contractors, clerks in post-offices, route-agents, railway postal clerks, and other officers in service on the 30th June, 1871, and the 30th June, 1872, respectively:

## Departmental officers and employés:

1871.		1872.
1	Postmaster-General.....	1
3	Assistant Postmasters-General.....	3
1	superintendent of foreign mails.....	1
1	superintendent of money-order office.....	1
1	chief of division of dead letters.....	1
1	chief clerk of Department.....	1
4	chief clerks of Bureaus.....	4
319	clerks, laborers, watchmen, &c.....	334
331	Total departmental.....	346

## Other officers and agents:

30,045	postmasters.....	31,863
7,286	contractors.....	5,544
3,439	clerks in post-offices.....	3,754
1,419	letter-carriers.....	1,442
684	route-agents.....	764
513	railway postal clerks.....	642
103	mail-route messengers.....	146
82	local agents.....	95
52	special agents.....	59
43,954	Total in service.....	44,655

Re-adjustment of  
postmasters' sala-  
ries.

The second section of the act of July 1, 1864, directs the Postmaster-General to review and re-adjust the salaries of all postmasters once in two years, and in special cases as much oftener as may be deemed expedient. In accordance therewith, the salaries of 31,863 postmasters have been reviewed and re-adjusted for two years from July 1, 1872. The salaries as thus re-adjusted make a yearly aggregate of \$5,620,045. The establishment of new offices and the re-adjustment in special cases will increase the amount somewhat during the current fiscal year; and, as only \$5,525,000 was appropriated for this purpose for the year ending June 30, 1873, an additional sum will be asked for to meet the deficiency.

## DEAD-LETTERS.

Dead-letters re-  
ceived.

The number of letters, domestic and foreign, received at the dead-letter office during the last year, was as follows:

## Domestic letters classed as—

Ordinary.....	2,926,012
Drop.....	542,804
Unmailable.....	379,824
Hotel.....	24,405
Fictitious.....	35,095

Registered .....	5, 152
Returned from foreign countries .....	83, 422
Total domestic letters .....	3, 996, 714
Foreign letters .....	244, 660
Whole number .....	4, 241, 374

Of domestic letters not registered, 15,838 contained money Letters contain-  
ing money. amounting to \$59,288.03, in sums of one dollar and upward; and of the registered letters, 1,271 contained \$7,983.52—making a total of 17,109 letters, containing \$67,271.55. Of these, 14,193, containing the sum of \$57,979.50, were delivered to the writers or persons addressed; 2,462, containing \$8,047.22, which could not be returned to the owners, were filed for reclamation; and 2,916, containing \$9,292.05, were outstanding or on hand awaiting disposition. The number inclosing sums less than \$1 was 14,406, containing \$4,290.93, of which 10,736, containing \$3,303.23, were delivered to the writers or persons addressed, and 3,670, containing \$987.70, were outstanding or on hand for disposition.

The number of letters containing bank-checks, drafts, Letters contain-  
ing checks, drafts,  
&c. deeds, &c., was 19,919, of the nominal value of \$3,320,300.38, of which 18,348, of the nominal value of \$3,103,062.45, were delivered to the owners, and 1,332, of the nominal value of \$217,237.93, were outstanding or filed for reclamation.

The number of packages and letters containing jewelry, Letters contain-  
ing jewelry, &c. books, and other property was 8,456, of which 5,468 were delivered, and 2,988 were filed for reclamation.

The number containing photographs was 43,093, of which 32,981 were delivered, and 10,112 were filed.

The number containing receipts, bills of lading, &c., was 26,952, of which 25,012 were delivered, and 1,940 were filed.

The number containing postage and revenue stamps and articles of small value was 38,270, of which 32,801 were delivered, and 5,469 were filed.

The number of letters, without inclosures, remained to the writers, was 1,529,707, of which 1,210,507 were delivered, and 319,200 were returned to the office and destroyed. The number in which the writer's name and local address were omitted, or were illegible, and of letters containing circulars, &c., and consequently destroyed, was 2,294,575. Letters without  
inclosures.

Of the unmailable letters, 312,846 were detained for postage, not being prepaid, as required by law. They were either wholly unpaid, were not prepaid one full rate, or were stamped with illegal or revenue stamps; 62,337 were misdirected, the post-office, State, or some necessary part of the address being omitted; and 4,641 had no address whatever. Unmailable let-  
ters.



## Applications.

The number of applications for dead-letters was 7,159, and in 2,285 cases the letters were found and forwarded to the applicants or owners. The amounts deposited in the United States Treasury were—

## Deposits.

For unclaimed dead-letter money during the year .....	\$7, 299 00
For proceeds of sale of waste-paper during the year. \$3,586 13	
For proceeds of sale of post-route maps.....	703 34
For proceeds of sale of old carpets .....	95 75
<b>Total miscellaneous .....</b>	<b>4, 385 22</b>
<b>Total deposited during the year.....</b>	<b>11, 684 22</b>

## POSTAL MONEY-ORDER SYSTEM.

## Number of money order offices.

The number of money-order post-offices in operation during the last year was 2,452. On the 15th of July, 1872, 324 additional offices were established and one was discontinued, so that the whole number is now 2,775.

## Issues and payments.

The number of domestic money-orders issued during the year was 2,573,349, of which the aggregate value was .....	\$48, 515, 532 72
The number of such orders paid was 2,568,350, amounting in value to ....	\$48, 042, 405 88
To which is to be added the amount of orders repaid to the remitters.....	377, 239 09
<b>Total of payments.....</b>	<b>48, 419, 644 97</b>
<b>Excess of issues over payments.....</b>	<b>95, 887 75</b>

The amount of fees or commissions received from the public by postmasters for the issue of money-orders was \$350,285.66.

These transactions exhibit an increase over 1871 of \$6,351,414.69, or about 15 per cent., in the amount of orders issued; of \$6,392,308.66, or about 15 1-5 per cent., in the amount of orders paid; and of \$54,999.51, or 18½ per cent., in the amount of fees received.

The average amount of the money-orders issued during the last year was \$18.85, being 65 cents less than the average of the preceding year.

## Duplicate orders.

The whole number of duplicate orders drawn was 13,720, of which 13,573 were issued to replace original orders which had been lost, or failed to reach their destination in due time, by reason of imperfect or erroneous address or change of payee's residence. One hundred and thirty-three duplicates were in lieu of orders rendered invalid because not presented for payment before the expiration of one year after date, and fourteen were in place of orders invalidated

by more than one indorsement. There were 4,862, or almost 55 per cent., more duplicates issued last year than during the previous year. A considerable portion of this large increase is to be attributed to the destruction or defacement of money-orders by the great fire at Chicago.

The receipts and expenditures of the domestic money-order system, as adjusted and reported by the Auditor, were as follows, viz:

Receipts and expenditures.

<b>Receipts:</b>	
Fees received for money-orders issued.....	\$350,285 66
Amount received for premium on drafts.....	213 74
<b>Total .....</b>	<b>350,499 40</b>
<b>Expenditures:</b>	
Commissions to postmasters and allowances for clerk-hire.....	\$224,525 99
Allowances for postmasters' remittances lost in transmission by mail .....	3,861 00
Incidental expenses for stationery and fixtures. ....	16,134 64
	<b>244,521 63</b>
<b>Excess of receipts over expenditures .....</b>	<b>105,977 77</b>

The above excess, and also the further sum of \$337,419.86, being the total of profits which have accrued from the operations of the money-order system from November 1, 1864, to June 30, 1872, have been duly placed to the credit of the Treasurer of the United States, for the service of the Post-Office Department, in pursuance of the provisions of section 42 of the act of June 8, 1872.

During the past year the aggregate amount of surplus funds deposited by the smaller offices in the larger was \$36,548,939.97. Twenty of these remittances, amounting to \$4,048, were reported as lost in transmission by mail, being less, by \$7,005.52, than the losses of the previous year.

Remittance of surplus funds.

The following is a tabular statement of cases of lost remittances under consideration during the year, viz:

Fiscal year.	Allowed to credit of remitting postmaster.		Recovered by special agents.		Pending.		Aggregate.	
	No.	Amount.	No.	Amount.	No.	Amount.	No.	Amount.
Ended June 30, 1871.....	8	\$2,919	3	\$320	1	\$200	12	\$3,439
Ended June 30, 1872.....	6	942	4	595	10	2,511	20	4,048
<b>Total .....</b>	<b>14</b>	<b>3,861</b>	<b>7</b>	<b>915</b>	<b>11</b>	<b>2,711</b>	<b>32</b>	<b>7,487</b>

Drafts on the postmaster at New York to the amount of \$4,195,525 were drawn by certain postmasters whose re-

ceipts from the sale of orders occasionally or habitually fell short of the sums required by them to pay orders on presentation. Postmasters in the Pacific States and Territories, who found themselves at any time in want of assistance to make their money-order payments, were, upon application, supplied with the requisite funds by either the postmaster at San Francisco or the postmaster at Portland, Oregon, as was most convenient to the applicant in respect to communication. The amount remitted for this purpose by the former postmaster was \$52,431, and by the latter \$13,580.

Fraudulent payments.

Of the whole number of orders paid, viz, 2,568,350, it was alleged that payment of 33 was fraudulently procured through forgery of the payee's signature, or by false pretenses, being at the rate of one fraudulent payment in every 77,828 payments. The following is a tabular statement of cases of this kind before the Department for disposal during the fiscal year:

Fiscal year.	Refunded by Department.		Charged to paying postmaster.		Recovered by special agents.		Unsettled and pending.		Aggregate.	
	No.	Amount.	No.	Amount.	No.	Amount.	No.	Amount.	No.	Amount.
Ended June 30, 1871.	3	\$73 00	9	\$258 35	1	\$50 00	1	\$49 75	16	\$453 60
Ended June 30, 1872.	5	98 50	8	166 50	7	251 44	15	605 45	33	1,099 39
Total.....	8	171 50	17	424 85	8	301 44	16	655 20	49	1,552 99

Money-order system at sub-post-offices.

Under the authority given to the Postmaster-General by section 104 of the act approved June 8, 1872, the money-order system was, on the 15th of July last, extended to ten of the stations or sub-post-offices of the city of New York, selected with a view to public convenience, and to three at Boston. From that date to the close of the quarter ended September 30, 1872, the stations of New York issued orders to the amount of \$52,952.17, and paid orders to the amount of \$9,091.93. At the Boston stations the issues during the same time were \$9,519.76, and the payments \$4,079.91.

Exchange of postal orders with Switzerland.

The aggregate amount in currency deposited with postmasters in this country, to be transmitted by international postal orders to payees in Switzerland, was \$85,579.92, and the amount remitted in the same way from that country for payment here was \$14,101.35, showing an increase over last year of \$47,090.36, or 122.35 per cent., in the issues, and of \$2,097.82, or 17.48 per cent., in the payments.

It appears, from the accompanying report of the Auditor,

that, after payment of all balances due Switzerland on the exchange of money-orders during the year, a net profit of \$2,346.69 accrued to the United States, the expenses proper, exclusive of the premiums paid for gold-funds to meet balances due Switzerland, having amounted to only \$86.06, of which \$26.11 were commissions to postmasters, and \$57.75 incidental expenses. The total cost of premiums on payments of gold-balances was \$6,665.20.

Additional articles to the postal convention with Switzerland of October 12, 1867, for the exchange of money-orders, were concluded February 23, 1872, by which the rates of commission for the issue of international orders are simplified. Formerly, each postal administration charged, in the first place, its ordinary domestic rate for the issue of an international order, and then deducted, at its dispatching exchange office, one per cent. from the amount of the order to meet the cost of exchange. Finally, the exchange office of the paying country made a further deduction from the order, as a charge for payment, equal to the amount of its ordinary domestic fee. At present, a single fee only is charged, which is paid by the remitter, and each postal department pays to the other one per cent. of the total amount of orders which it issues. The rate of the commissions for the issue of orders in Switzerland is fixed at two per cent., gold value, and in this country at two and one-half per cent. in currency. A copy of the convention making these modifications accompanies this report.

On the 1st of October, 1871, the system for the exchange of money-orders between the United States and the United Kingdom was put into operation. From that date to the close of the fiscal year, the amount of orders issued in this country for payment in the United Kingdom was \$747,426.08; and the amount of orders from that kingdom paid here was \$133,810.83. The fees received amounted to \$23,466.85, and the sum paid for commissions to postmasters, clerk-hire, and incidental expenses was \$9,832.85.

Exchange of  
postal orders with  
Great Britain.

In pursuance of the provisions of a postal convention concluded at Berlin July 22, 1871, a copy of which is hereto annexed, the exchange of postal money-orders between the United States and the German Empire was commenced October 1, 1872.

#### MISCELLANEOUS.

In my three previous reports, I have urgently recommended the immediate and unconditional repeal of the franking privilege. The experience of the past year has

Franking privilege.

strengthened my conviction that its abolition is absolutely necessary to an efficient, economical, and vigorous administration of our postal system.

By reference to a special report made to Congress on the 12th of January, 1871, it will appear that the actual cost of free matter, if charged with the regular rates of postage, was then \$2,543,327.72 annually. During the late presidential canvass, the quantity of such matter was largely increased, and I think it safe to say that the free matter carried during the past year, if taxed at ordinary rates, would have yielded a revenue of three and a half millions of dollars, a sum larger than the entire deficiency of the year. In addition to the heavy loss of revenue thus indicated, great inconvenience was experienced from derangements and delays in the transmission of the mails caused by the immense amount of free matter thrown suddenly, and without notice or system, upon the postal routes of the country. The delays and irregularities wholly chargeable to this cause have been the subject of many complaints during the past year. At the last session of Congress, a bill passed the House of Representatives, by a vote of 139 to 29, for the unconditional repeal of the franking privilege, but reached the Senate too late for action before the adjournment. If it be deemed desirable to reduce the public expenditures by removing the constantly increasing burden imposed upon the Treasury by the franking privilege, and if it be considered a wise measure of administration to make the postal service as nearly as practicable self-supporting, thus preparing the way for the reduction of existing rates of postage, and for the introduction of other needful reforms, I know of no measure more entitled to favorable action than the above-mentioned House bill now pending in the Senate. I therefore feel that I cannot too strongly urge its passage immediately after the re-assembling of Congress.

Government  
telegraphs—signal  
service.

In compliance with the provisions of law requiring the Postmaster-General annually to fix the rates for official telegraphic dispatches, I issued an order, dated the 29th of June, 1872, one section of which retained the previously-established rate for ordinary telegrams, viz, one cent per word for each distance of two hundred and fifty miles, or fraction thereof, to which rate no formal objection had been made by the telegraph companies.

The rates established in 1871 for signal-service messages having been objected to as too low by the Western Union

Telegraph Company, by whom the greater part of the service was performed, I again availed myself of the experienced counsel and assistance of Brigadier-General Albert J. Myer, Chief Signal-Officer, and Hon. William Whiting, specially retained as Assistant Attorney-General, with authority to represent the United States in the negotiations with the telegraph companies.

The Western Union Company contended, first, that the signal-service messages, which, to be effective, require simultaneous transmission through special circuits at certain times, were not covered by the second section of the act approved July 24, 1866, entitled "An act to aid in the construction of telegraph lines, and to secure to the Government the use of the same for postal, military, and other purposes," and could only be sent by special arrangement; second, that the understanding under which the company had been transmitting such reports was not intended to be continuous, but was terminable at the pleasure of the company at the end of a year from the 24th of May, 1871, when the company gave formal notice that it would discontinue the service unless a higher rate should be allowed therefor.

On both of these points I took the opposite ground, maintaining the right of the Government to require the transmission of the weather-reports under the act of 1866, and also asserting the permanent character of the assent of the company to this construction of the law. In view, however, of the representations of the company as to the insufficiency of the compensation previously allowed, and acting on the recommendations of General Myer and Mr. Whiting, I advanced the rates for signal-service messages from two to three cents per word for each circuit over which they might pass, in accordance with the plans of the Chief Signal-Officer.

Grave difficulties have arisen from time to time between the Government and certain of the telegraph companies, which have declined and still decline to furnish such facilities as are deemed essential to the perfect success of the signal-service.

In my opinion, a Government telegraph affords the only safeguard against the continuance of such evils. While the embarrassment consequent on the attitude of the telegraph companies toward the Government demands prompt attention, it is but one of the many considerations which point to the adoption of a postal telegraph as a measure of immediate public necessity.

When, through the liberality of Congress, the first tele-

Postal telegraph  
—its early advocacy.

graph line had been constructed, and the partial success of the invention demonstrated, the question arose whether the Government should purchase the patent or relinquish to private parties the line which it had built. The reasons why the Government should assume control of this new means of transmitting intelligence were forcibly set forth in various letters of the inventor, and in a report of the Ways and Means Committee of the House of Representatives.

This report, (No. 187, second session Twenty-eighth Congress,) after enlarging upon the wisdom of the policy which led the founders of our Government, "devoted as they are known to have been to the power and importance of the States, and jealously apprehensive of the undue preponderance of the Federal branch," to "engraft on that branch a power so great, so growing, so penetrating and pervading as that of the post-office system," and alluding to the extension of that power by the adoption of all the more rapid and improved methods of transmission which had been introduced since the adoption of the Constitution, continues:

But, though not anticipated or foreseen, these new and improved modes were as clearly within the purview of the Constitution as were the older and less perfect ones with which our ancestors were familiar. \* \* \* The same principle which justified and demanded the transference of the mail, on many chief routes, from the horse-drawn coach on common highways to steam-impelled vehicles on land and water, is equally potent to warrant the calling of the electro-magnetic telegraph in aid of the post-office in discharge of its great function of rapidly transmitting correspondence and intelligence.

And again :

Should the arrangements into which he (the inventor) may find it necessary to enter with private individuals or associations stipulate exclusive rights in their favor, it is manifest how greatly Government and people would lie at their mercy. Having in their hands the monopoly of such a medium of intelligence on the important lines, they could make such use of their advantages over the Government and the community as would at length enable them to exact their own terms as the price of the surrender of their exclusive right; for the truth cannot be too often repeated, or too deeply impressed, in relation to this subject, that the people will never submit long to the mischiefs and discredit of the public post being outstripped by any private monopoly or establishment whatever. The loss of revenue will co-operate with the complaints and sufferings of the people to do what were better done at once, namely, to establish the telegraph in connection with and as a branch of the post-office.

The following paragraph of the report must now be read with peculiar interest :

The committee might easily add to the views and arguments which they have now presented others of a highly commanding character,

especially those which relate to the extreme value of which the magnetic telegraph would be in the emergencies of war, and its singular adaptedness to render our system of government easily and certainly maintainable over the immense space from the Atlantic to the Pacific which our territory covers. Doubt has been entertained by many patriotic minds how far the rapid, full, and thorough intercommunication of thought and intelligence so necessary to a people living under a common representative republic could be expected to take place throughout such immense bounds. That doubt can no longer exist. It has been resolved and put an end to forever by the triumphant success of the electro-magnetic telegraph of Professor Morse, as already tested by the Government.

Owing to the slowness of the public to recognize the advantages of the new invention, and the doubts cast on the feasibility of its operation over long distances, the course recommended by the committee was not adopted, and the line, built and for some time maintained at Government expense, was turned over to the holders of the patent. Since that day the above predictions have been gradually approaching realization, and many evils, unforeseen by the committee, have grown up under corporate management of the telegraph system.

If the effects of rivalry between the telegraph and the mail upon the revenues of the post-office have not been serious, it is due alone to the liberal management of the latter as compared with that of the companies, a management which, since the invention of the telegraph, has reduced the rates of postage from twenty-five to three cents, and increased ten-fold the correspondence of the country. The natural policy of private companies is to extend facilities slowly and only to profitable points, to let their business augment gradually, and to reap large profits from a small number of messages, while a Government system, managed in the interests of the people, pursues exactly the opposite course. Had the policy of the post-office been adopted by the telegraph companies, or had the Government held to the old rates of postage, the telegraph, instead of now transmitting one-fiftieth part of the annual correspondence of the country, (collecting therefor one-third of the entire expense of the post-office establishment,) would probably transmit at least one-tenth. The profits required of private enterprises would not have permitted such a course. But improvements in telegraphy render it by no means certain that in future the telegraph will not to a very great extent supersede the mail as a means of correspondence. The introduction of the duplex transmitter, doubling the capacity of lines for through business, and of the "fast" or automatic system, by which one wire can be

Rivalry of the  
telegraph with the  
mail.



made to do the work of six; the probable simplification of the fac-simile system of Caselli, by which an exact copy of anything that can be drawn or written may be instantaneously made to appear at a distance of hundreds of miles from the original; and the countless other applications of electricity to the transmission of intelligence yet to be made,—must sooner or later interfere most seriously with the transportation of letters by the slower means of the post.

Defects and abuses of the telegraph under corporate management.

Oppressive tariffs.

Meanwhile, the immediate defects and abuses of the telegraph call loudly for reform. The system has grown up with and by the side of railroads, and has naturally directed itself to profitable and easily accessible districts. It has followed the march of civilization, and not, like the post-office, led the van. It has waited for certain remuneration before advancing, without attempting to educate the people through its use to an appreciation of its advantages. On the contrary, its spirit has been too often illiberal and unprogressive. A glance at the telegraph map of the country shows large districts totally unprovided with telegraphic facilities, and many important places with post-offices in their business centers dependent upon the outlying railroad stations for the means of telegraphing. The tariffs are exorbitant, unequal, and complex, supplemented in some cases by enormous charges for local delivery, and regulated entirely by the pleasure of the companies. In this connection I ask attention to the table (Telegraphs, 1) appended to this report. It has been carefully compiled from statistics kindly furnished me by the International Bureau of Telegraphs in Europe, by the directors of the different national bureaus, by Mr. George Sauer, an American gentleman residing in Europe, who has made the subject of government telegraphs a special study, and by the officers of several of the American companies, to all of whom I desire to express my acknowledgments. The table shows that, with a cost per mile for construction and equipment much lower here than in Bavaria, France, Great Britain, Italy, and the average of Europe, and about equal to that in Belgium and North Germany, and with a yearly expense per mile of line which will compare most favorably with that of the countries mentioned, the telegraph in this country collects an average of 70 cents on each message, against an average of 16 cents in Bavaria and Belgium, 28 in France, 29 in Great Britain, 32 in Italy, 22 in Germany, and 38 in Europe generally. On the continent, the minimum tariff is for twenty words, including address and signature, (which are estimated

together to average seven words;) in the United Kingdom it is for twenty words, exclusive of address and signature; while in the United States the address and signature are excluded, and ten words only allowed.

The table (Telegraphs, 2) gives a comparison of telegraphic tariffs in Europe with those in the United States as regards distance, showing the lowest average rate per mile on 32 messages sent from Washington to points east of the Mississippi River to be higher than the highest average rate per mile abroad, (that in Russia,) and the average rate per mile on 96 messages here to be from one and one-half to four times as high as those of Europe, notwithstanding the greater distances in this country.

The same table also marks most clearly the inequality and discriminating character of American tariffs, as opposed to the generally uniform rates of Europe.

The uniform system has recently been adopted in Canada, and a tariff of 25 cents established throughout the Dominion, with highly satisfactory results, as will be seen by reference to the statement of the president of the Montreal Telegraph Company, (Telegraphs, 3,) for which I am indebted to the honorable postmaster-general of Canada.

The complex and uncertain character of our rates, necessitating sometimes a personal visit to the office, and frequently a lengthy computation to ascertain the cost, is also one of the greatest obstacles in the way of the extended use of the télégraph. A uniform or simple and well-known rate of charge permits the use of letter-boxes or other places of deposit.

The table (Telegraphs, 4) illustrates the extent to which the rates to large cities in the United States are burdened with delivery charges, which often double the cost of a message addressed to points very far within the free delivery of the post-office. The abolition of this delivery charge in England by the government has produced a most salutary effect.

But perhaps the greatest evil of the American system, in this regard, is the utter lack of restraint upon the companies as to their charges. When the "exclusive right," or patent, referred to in the report above quoted, expired, it was believed that competition would afford a remedy for the evils which were even then oppressively felt by those who had occasion to use the telegraphs. Events, however, have shown this belief to have been unfounded. Although new companies have from time to time sprung up to divide the profits of telegraphy, they have generally proved short-

Rates variable at the pleasure of the companies and not affected by competition.

lived, and their reductions of tariff have been but temporary and within narrow limits. The vast extent of the lines of the companies now consolidated under the name of the Western Union has enabled them to reduce rates between places reached by the opposition to a point which barely enables the latter to meet expenses, without seriously impairing their own revenues. Incredible as it may appear, the official statements of the Western Union Company show that their average receipt per message has been increased eleven cents, or nearly 20 per cent., since 1867, notwithstanding the undoubted reductions of tariff between important points. Whether this is due to the augmentation of rates between offices not reached by competition, or to some other cause, I do not know.

Not only has competition thus failed to affect the great mass of the telegraphic business, but, in addition, there are evidences of a combination between the competing parties which has recently resulted in an advance of rates between points reached by the wires of both. The table (Telegraphs, 5) gives a few specimens of rates in operation previous to and since the 1st of May, 1872, which were fixed by agreement between companies formerly rivals. The movement is perfectly natural, and, from the companies' stand-point, justifiable; for it cannot be expected that a tariff which is perhaps highly profitable to one company will pay, on a divided business, the more than doubled expenses of two, even if the capital invested in the opposition system could afford to wait for its dividends until the lines were so extended as to secure a fair share of patronage.

While, as I have stated, I believe that improved means of transmission will eventually render the telegraph a formidable rival of the mail, which it cannot be without large reductions in tariff, I am convinced by experience that these improvements will be adopted too slowly to meet the necessities of the people, and that, whatever the rates may be, the wires will be practically controlled by one corporation so long as they remain in private hands. The gradual reduction in rates, if ever made, will, therefore, be more than counterbalanced by the growth of the evils attending the management of the telegraphs by a private monopoly.

Among these evils may be classed the possible abuse of the wires for personal ends by business men controlling them; the enormous and dangerous extent of the free-message business; the discrimination between the messages of different customers, both as to rates and order of transmis-

sion ; and the vast and irresponsible influence of telegraphic managers over the press of the country.

However unjust may be the suspicion that those controlling the telegraphs make use of the information passing over their wires, it will probably continue to impair public confidence in this means of correspondence so long as it remains in the hands of persons engaged in commercial pursuits. The business community, from which in this country by far the larger part of the telegraphic patronage is derived, will certainly be more reluctant to intrust its dispatches to possible rivals than to officers of the Government. Were the latter, however, to have the same motives for scrutinizing messages, the vast amount of business under a low Government tariff would render it much less practicable. The use of ciphers, now frequent among business men, has to some extent neutralized the danger of the divulgement of secrets ; but these cannot be used on every occasion in commercial transactions.

The sending of free messages not only imposes a large burden upon the paying public, but leads to consequences, which I need not here discuss, more dangerous, in proportion to their extent, than those which spring from the abuse of the franking privilege of the post-office. About 7 per cent. of the entire telegraphing of the country is done without apparent remuneration.

The discrimination between the messages of different customers consists, first, in the transmission of "commercial news" in advance of its regular order for distribution among subscribers, to the delay of the messages of those who do not patronize the "commercial news bureaus," although of the same or an equally important class ; and, second, in unequal charges for equal service, from which injustice a portion of the newspaper press is the chief sufferer.

The relations of the telegraph to the press are necessarily of a very intimate character. The publication of telegraphic items having become at an early day a large and essential part of the business of newspapers, arrangements were soon made for their collection and transmission. Press associations were formed, with agencies at all important news centers, and by co-operation were enabled to secure the transmission of their dispatches at rates which, though hardly less profitable to the companies than those for private messages, were still exceedingly low when divided among the several newspapers. In addition to their associated dispatches, many of these papers received "specials," for which the

telegraphic charges were also somewhat lower than the ordinary tariff.

For mutual advantage and protection against competition, an exclusive character was given to these arrangements, the newspapers agreeing not to patronize or encourage opposition lines, and the telegraph companies agreeing on their part to charge higher rates for "specials" to papers not belonging to the associations, but at the same time retaining control over the associated papers by refusing to enter into permanent or long contracts with them.

The result of this combination has been the repression of newspaper enterprise, the associations requiring in some cases a unanimous vote for the admission of a new member, and the rate for "specials" to non-association papers being so high as to prevent, in many cases, their establishment.

The immediate interests of the associated papers have led many of them, in conjunction with the telegraph companies, to oppose a Government telegraph. I am satisfied, however, that the press generally would derive such great benefits from the change that even those papers to which the sale of dispatches is a source of actual revenue will gain rather than lose by it. The great majority will hail with joy a relief from their dependence upon the telegraph companies, without which relief they never can be entirely free.

The Department could not, of course, attempt to regulate the membership of press associations. It could, however, abolish the distinction in charge between association and outside papers with regard to special dispatches. Looking upon the press as the great agent of popular education, the Government would make a liberal reduction in its favor from the tariff for private messages, and would measure the charge by the work done, whether for a single paper or an association. The rates, it is hoped, would be so low as to permit a free use of the telegraph by all. The renting of special wires by the press would be encouraged.

Discussions in Congress upon the adoption of a postal telegraph.

The considerations above noted have long appealed to Congress for the establishment of a postal telegraph. The importance of the measure has been urged from all points of view—by State legislatures, by boards of trade, by commercial conventions, by the independent press, and by private persons, many of whom have been prominently identified with the practical workings of the telegraph in this and other countries. The legislation of Congress, which had previously been confined to the liberal encouragement of the telegraph in private hands, was directed, after the close

of the rebellion, toward its assumption by the Government as part of the post-office establishment. Strenuous opposition was manifested to this proposal. The reasons alleged against its adoption were principally—

1. That the telegraph was essentially a private interest, and should not be controlled by Government, especially in a republic.

2. That under our political system a Government telegraph would be a dangerous instrument in the hands of the party in power, increasing its patronage, and permitting it to scrutinize and delay the messages of the opposition.

3. That Government management, though more expensive, would be less efficient, and that the public would not be so well served thereby.

4. That the cost of the postal telegraph would be more than the finances of the country would permit, particularly if, as was claimed, it could not be made self-supporting.

The first three of these objections were not deemed sufficient to counterbalance the advantages which the proposition offered. It was contended, and with effect, that the business of telegraphing was substantially the same as letter-carrying, and that no reason could be advanced in favor of governmental management of the one which did not apply with equal force to the other; that the incorporation of the telegraphs with the post-office would not at first add largely to the number of officials, and that the technical training and experience which these officials must have in order to perform their duties at all would preclude their selection for political reasons; that the simple precaution of timing the receipt, transmission, and delivery of messages would prevent their delay, and that their secrecy could be as effectually guarded by Government under restraint of law as it ever has been by private parties; that the same motives for efficient management exist on the part of salaried officials, whether in the employ of the Government or of a widely-extended corporation; that the people could exert a much greater influence on a Government Department, through Congress and through the press, than they can upon a company managed in the interests of its stockholders, notwithstanding the legal responsibility of the latter; that the consolidation of competing lines and the removal of the offices into the post-offices would cause a large reduction in the expense of management, and that the employment of one staff for both postal and telegraphic service at perhaps two-thirds of the stations, besides further reducing the expenses, would enable the Department to

pay better salaries than are now received by either class of employés, and secure greater efficiency. The fourth objection, supported as it was by statistics claiming to show that governmental telegraphs in Europe were not self-supporting, weighed strongly against immediate action on the proposition for a postal telegraph in this country.

Telegraph act of  
1866.

The abuses of the existing system were, however, deeply felt. Relief therefrom seemed to be offered in 1866 by a new company, called the National, which sought to obtain from Congress certain valuable franchises, and proposed in return to transmit Government dispatches in advance of and cheaper than those of private parties, and to submit to a proviso reserving the right of Government to step in at any time and take its lines at an appraised value.

In the consideration of this proposition, however, the idea of a future Government telegraph still predominated. It was decided not to restrict the privileges asked for by the National company to that organization, and they were freely offered to all companies who chose to accept the terms of the act. The provision in the original draught declaring that the Government might purchase their lines at any time was altered so as to make it operative after the expiration of five years. Its value as a check on the companies was thus utterly lost, and its intent was changed from the exertion of a perpetual control over private interests to a notification that, after a certain date, the Government might assume the management of what was manifestly considered a public business, and to the expression of a willingness to acquire the necessary machinery therefor at a fair price from companies already possessing it, in preference to purchasing and erecting new machinery.

Its acceptance  
by the companies.

The act was finally passed in that shape, and approved on the 24th of July, 1866. It was at once accepted by the leading companies, of whom the following are now operating their lines subject to its provisions: Western Union, International, International Ocean, Northwestern, Missouri River, Atlantic and Pacific, Pacific and Atlantic, Great Western, Franklin, Southern and Atlantic, and National.

Proposed plan  
in accordance with  
its provisions.

The time having now come, in my opinion, when the benefits of a Government telegraph should be secured to the people, it is desirable that advantage should be taken of the provisions of this act, and the lines of some or all of the above companies brought under control of this Department. The other objections to such a course having, it is believed, been fully answered, it only remains to be shown that the expense of acquiring a comprehensive system of

lines can be easily borne, and that the system, once acquired, can be so managed as to realize from the receipts of the telegraph itself sufficient, after meeting all expenses, to pay the interest on the purchase-money, provide for all necessary annual extensions, and gradually to recover the principal, even at the greatly reduced rates which prevail in foreign countries. While the limited data at my command will not permit me to give detailed estimates, my information on the subject is sufficiently accurate to enable me to lay before you the following general plan. Before it can be elaborated, it is necessary that I should be authorized to appoint the appraisers provided for in the act of 1866, and, in addition thereto, that a commission should be appointed, to consist of three members, conversant with the subject, to examine the different systems of telegraphy, and to prepare a scheme for submission to Congress with the report of the appraisers.

Upon the enforcement of the act of 1866, the United States will come into possession of some 75,000 miles<sup>1</sup> of telegraph line, carrying about 160,000 miles of wire. Upon the supposition, however, that if the companies not now operating under the act shall decline to accept its provisions, it will be necessary for the Government to build lines of its own covering their territory, I have made the following estimates, to include the total facilities of all the companies, as shown in the table, (Telegraphs, 1,) viz, 77,000 miles of line and 165,000 miles of wire.

Purchase.

The majority of lines in this country have been built very cheaply, their entire cost, including patents, being probably much less than \$10,000,000. In fact, the poles have been erected in many cases entirely without cost to the telegraph companies, by the railroads along whose tracks they are built. But should it prove impossible for the appraisers to ascertain this cost for each of the companies, the sum for which the Government could duplicate the existing system is easily determined. Data in possession of this Department show that many lines have been lately built, probably not of the best quality, but fully up to the average standard, for not more than \$115 per mile of single-wire line and \$30 per mile of additional wire. For equipment an allowance of \$5 per mile of line is ample. Were all the wires to be strung at the same time, as they would be if the present system were to be duplicated by the Government, the cost would probably be much less. The cost of a new system, equal in extent to the present, would, at the above rates, be \$11,880,000. Many of the



wires having, however, been in use for a long time, the appraisers would probably deduct largely from this amount on account of deterioration; but the sum so deducted, at least, would have to be paid out for reconstruction.

It may be proper to state that one of the companies has advanced the theory that the Government should purchase, not only its telegraph lines, property, and effects, but also the good-will of its business, based on present and prospective profits. As it is difficult to see how mere good-will can be brought before the appraisers under the law as it stands, it is, perhaps, unnecessary for me to discuss at much length the merits of this claim. It has not hitherto been thought necessary for the Government, in undertaking enterprises in which private parties are also engaged, either to acquire the facilities of such private parties or to compensate them for their loss on account of its competition. Up to the year 1866, the Government was certainly at liberty to compete with telegraph companies, as it now does with banks and express companies in its money-order business and parcel-post. If, then, as claimed by this company, the act of 1866 bound the Government not to enter the telegraphic field for five years, and when it did enter to buy out the existing lines instead of building a more perfect system of its own, the granting of these and the other concessions contained in the act ought to have improved the position of the Government, instead of making it worse.

There was nothing compulsory about the act; its acceptance by the companies was purely voluntary. It looked toward a future postal telegraph, set a time after which the companies might expect to see one established, and offered inducements, which it seems were sufficient, for the companies to agree to yield up their facilities upon the expiration of the time designated.

The manner in which the British government recently acquired the telegraphs cannot be cited as a precedent for the United States. There was no such previous agreement between Her Majesty's government and the companies of the United Kingdom as is contained in our act of 1866. The British government offered to pay twenty years' profits, and, the companies having accepted the proposition, the sitting Parliament sanctioned it. Had the companies been earning 5 per cent., which is a fair return to British capital on a reliable home investment, the price would have simply equalled the cost of their lines. It turned out that their profits were nearer 15 per cent.; but the new Parliament, with some opposition, sustained the agreement, and author-

ized the expenditure. It must be remembered, however, that the British government has always derived a revenue from its post-office, and naturally took a commercial view of the acquisition of the telegraphs. The argument was, that, if the profits were higher than was expected, the government would get so much more for its money, and the sooner the purchase was completed the better. The comprehensive, energetic, and careful management of Mr. Scudamore and his associates has enabled the British government to realize this view.

Without the data to be acquired by the commission which I have asked to be appointed, I cannot give an accurate estimate of the additional facilities which will be necessary to meet the increase of business on existing routes, or the exact extensions which should be undertaken to points not now reached by the telegraph. With thorough reconstruction, however, the use of improved instruments, and the separation of postal from railway wires, the capacity of existing routes may, without doubt, be doubled. Certainly will this be the case if, as is anticipated, the additional messages induced by low tariffs are largely of a social character, sent out of business hours, and permitting a more equal distribution of business throughout the day and night. An increment of 20 messages per day between any two offices will, at an average receipt of 33 cents, yield \$1,980 per year of 300 working-days, which will put up 60 miles of additional wire, at \$30 per mile, and leave \$180 for additional expenses. A business of 40 messages daily, 20 each way, will yield \$3,960, sufficient to build a single-wire line 25 miles, at \$130 per mile, (including \$10 per mile for additional expense away from railroads,) leaving \$710 for operating and expenses. Whenever, therefore, such an increase takes place on a circuit already established, or such a business can be predicted of an office away from the line, the above extensions will be justified. There are undoubtedly large districts and important points wholly unprovided with telegraphic facilities, but I cannot at present indicate them with accuracy. The present system extends to 6,162 different points, with about 600 branch offices. At perhaps 1,000 of these, principally mere railroad stations, there are no post-offices. Should it not be found expedient at any of these latter offices to open post-offices, the Department could secure their use to the public by such arrangements with the railroads as prevail in Europe. In Great Britain, according to Mr. Scudamore's report, there are 1,807 railway stations open to the public for telegraphic business, and

Additional telegraphic facilities.

Reduction  
tariffs.

3,291 postal telegraph stations; but the railway offices transmit only 7 per cent. of the messages. While, therefore, these offices must be counted among the telegraphic facilities, their receipts and their cost also will always be small. It has been broadly, but I think properly, stated that the transmission of letters, telegrams, or other correspondence should not be considered in itself as a proper source of revenue. The tax on correspondence ought to represent merely the actual cost, and the mail and telegraph should be used as freely as possible to stimulate other sources of revenue. Should the postal telegraph be adopted, the government will probably start with a business of 15,000,000 messages. After the thorough renovation of the lines, I believe the tariff can be advantageously reduced to an average of 30 cents throughout the United States. As a minimum, such a tariff would be too high. I should therefore, be in favor of adopting a simple graduated tariff, based upon well-known geographical divisions. To lay out such a tariff in accordance with the established course of business would be part of the labors of the commission for whose appointment I ask. If afforded the necessary opportunities by the companies, they could perform this work and at the same time learn what new facilities, if any, were likely to be necessary.

Probable increase of telegraphic business.

The experience of Switzerland and some other countries shows that a reduction of 50 per cent. in tariffs was followed by an increase of 100 per cent. in business. In Great Britain, except for portage, there was no reduction in rates for more than half of the business, a reduction of 33½ per cent. on three-tenths of the messages, and on the remainder a reduction of 50 per cent. Under these circumstances the messages nearly doubled in two years.

In the communication from the president of the Montreal Telegraph Company, addressed to Hon. Alexander Campbell, Postmaster-General of the Dominion of Canada, under date of 28th October, 1872, before referred to, it is stated that, "believing that this system (differential and distance rates) was erroneous, I, with the concurrence of the directors, commenced a gradual and very cautious reduction in the rates; and I found that every reduction brought an increase of business much more than the reduction and increased expenses which it entailed came to. Encouraged by this result, I continued the system of reduction from year to year, till an examination of the business of the year 1869 showed me that nearly 90 per cent. of our total receipts was obtained from the 25-cent portion of the tariff. This and the

discouragement of any proposed opposition line induced me to adopt a uniform charge of 25 cents for ten words and 1 cent for each subsequent word, irrespective of place or distance." The result of this reduction, which applied to only 10 per cent. of the business, was an increase of 25 per cent. in the total number of messages in the first year of its application.

From the foregoing examples, I have no doubt that one year of the tariff above proposed, after the provision of proper facilities, would double the number of messages in this country. In that case, our business will be 30,000,000 messages, which, at an average of  $33\frac{1}{3}$  cents per message, will yield a gross revenue of \$10,000,000. Estimated revenue.

From this revenue will have to be provided 5 per cent. on cost for interest, (\$594,000;) 5 per cent. on cost for a sinking-fund to recover principal, (\$594,000;) 20 per cent. on cost for maintenance, supplies, &c., (\$2,376,000;) and 10 per cent. of gross revenue for extensions, (\$1,000,000;) total, \$4,564,000, leaving for salaries \$5,436,000. Estimated expenses.

The entire cost of 2,700 stations in the United Kingdom, where the postmasters provide for the service, is only about one-fourth as much as the aggregate cost of the 600 offices where the department employs a separate telegraphic staff. While the plan of allowing the postmasters to provide the telegraphic service has there worked satisfactorily, I am of the opinion that it could not be adopted here with equal success. Hence, I estimate for a saving in salaries only at those offices where the postmaster could personally perform the work. These offices, it is safe to say, number fully 4,000, at which an average extra allowance of \$200 per annum would secure to the Department a skilled operator as postmaster. This would involve an expenditure of \$800,000. Arrangements with the railroads for commissions on private business transacted by them would provide for the working of about 1,000 offices, as above stated, costing the Department perhaps \$100,000. Fifteen hundred offices, including branches, would then be left, now worked by 5,000 employés of all grades, whose salaries would have to be borne entirely by the telegraph. An increase of 50 per cent. in this force would be sufficient to provide for the doubled business, and the salaries of these 7,500 employés, at an average of \$600, would consume the residue of \$4,500,000.

The foregoing estimates cannot be expected to be minutely accurate. Comparison with the figures of the companies will show them to be exceedingly liberal, especially in the

item of salaries; and I believe the actual working of the system would give much better results for the Department. The statistics of Europe can afford no adequate idea of what may be done in this country. A people who use the telegraph so largely as we do under the great difficulties hereinbefore enumerated will promptly respond to the utmost advantages that can be offered them. With a much freer, more extended, and more active social and commercial intercourse than prevails between the different states of Europe, with a population rapidly increasing and keenly alive to all the demands of a progressive civilization, and with a territory offering by its vast extent the greatest inducements to the use of the telegraph in preference to the mail, it may be safely predicted that telegraphy in America will hereafter solve problems and accomplish results that will far outstrip its wonderful achievements in the past.

Necessity of a governmental telegraph in time of war.

In presenting the foregoing views and recommendations, I have confined myself entirely to the wants of the people in a state of peace, and have sought only to provide suitable facilities for the development of our social, industrial, commercial, maritime, agricultural, and educational resources, and to bind together our extended population by that intimate knowledge which a cheap and extended mode of instantaneous intercourse can alone give. There is another aspect of the subject much more impressive. In time of war—and God will not always ward off that terrible calamity—a postal telegraph will become of supreme importance. The Government, when engaged in a struggle which may involve its very existence or the honor and liberties of the American people, cannot and will not permit the telegraph, unrivalled as a means of communication, to remain in the hands of any individual, company, or corporation. At such a time, public dispatches must be forwarded with the greatest celerity and absolute secrecy. Sworn officers of the Government will alone be trusted to discharge duties involving the most tremendous consequences. Hence, nearly all the great nations of the earth have assumed the management and control of the telegraph within their respective borders, and the United States must do likewise.

Objections to the plan proposed for the establishment of a telegraph company to work its lines in connection with the Post-Office Department.

Before closing this subject, I desire briefly to express my disapproval of the scheme proposed for the incorporation of a company, improperly called "The Postal Telegraph Company," to operate its lines in connection with the Post-Office Department. It is not in analogy with the workings of the mail service in any important particular. In the latter, the Department transmits the mails under the charge of its

own officers, and controls all the machinery needed for that purpose. In the former, it is proposed to make the Department a mere agent to receive and deliver telegraph messages for the benefit and profit of a private corporation. The terms of the proposed charter require the Government to furnish stamps, stamped paper, and stationery; to receive the message from the transmitter, take the pay therefor, see that the proper stamp is affixed, and hand over the message to the operator of the company; and then, at the office of delivery, to see that it is properly written out, enveloped, and delivered. The Government is required to provide and equip suitable station-houses for all the offices, operators, instruments, and batteries of the company. The Government is also required to keep all accounts arising out of the business of telegraphing; make reports to the company at stated times, and pay over all the moneys chargeable upon the gross number of messages, after deducting 5 cents only on all dispatches other than press dispatches, and 3 cents only on them. It thus appears that, while the company is only required to provide the lines, batteries, and operators, and the Government everything else, the company is to receive (should the average receipt per message be no higher than 40 cents) about 87 per cent. of the receipts, and the Government only 13 per cent. Doubtless a most excellent arrangement for the company, but doubtless a most unprofitable one for the Government. Furthermore, the supervisory power given the Postmaster-General is a delusion, because every order that he might make, however important or unimportant, would be subject to an appeal, upon the application of the company, to a board of arbitrators, and, on failure or refusal of the company to perform any duty, the Postmaster-General, provided he should be sustained by the arbitrators, would have no remedy other than to take possession of the lines of the company, and "contract with some suitable party for the performance" of the service. The Government, inasmuch as it would deal directly with the parties sending and receiving messages, would be alone looked to for redress in case of default; and yet it would have no adequate power to compel the company to execute its contract. This would lead to endless confusion and irreconcilable conflicts between the Government and the company, and would certainly result in great inconvenience and pecuniary disaster to the people; and before the expiration of the ten years of the contract, the Government would find that it had been fostering a mammoth corporation, from whose embrace there would be no escape except by buying

it off. Authority is asked for the issue of a large amount of stock for purposes of mere organization; yet it is not claimed that the new company, when organized, will control a single mile of wire now standing, nor is the company required within any specified time to enter upon the performance of its contract. To meet its engagements within a reasonable time, the company will be compelled to buy out or control some, at least, of the existing lines, without any such previous agreement with them as the Government enjoys under the act of 1866, and upon the best terms obtainable. Should the charter pass and the new company acquire the lines of the old organizations thereunder, the Government would, by permitting their purchase on a good-will basis, lose the advantages of its present position; and when the time came for the absolute sale of the new company's lines, which is provided for in the proposed charter, (as comé it certainly would,) the Government could not, without apparent injustice, go behind the transaction between the new company and its predecessors, to which consent had been given by the charter, and would be obliged to pay a much larger sum for the lines now in operation than could be justly demanded under the act of 1866.

I am decidedly of opinion that, if the public interest requires a postal telegraph, it should be put entirely into the hands of the Government. If, on the contrary, a postal telegraph is not so demanded, then the Government should not favor one private company to the exclusion of another, nor should it in anywise enter into competition with private enterprise.

Post-Office savings-banks.

Post-office savings-banks have been in operation in the United Kingdom since the 16th of September, 1861, and have steadily grown in popular confidence and favor. During the year 1871, the number of depositors increased 120,000, and the amount of deposits nearly £2,000,000. The total number of depositors is now 2,362,621, and the total sum standing to the credit of the post-office £17,303,815, or about \$84,000,000. These figures show conclusively the utility of postal savings-banks; and I renew my recommendation of last year for their establishment in this country.

Postal cards.

By the act of June 8, 1872, section 170, the Postmaster-General was authorized and directed to furnish and issue to the public "postal cards," with postage-stamps impressed thereon, for use as an additional means of postal intercourse, at a postage-charge of one cent each, including the cost of their manufacture. Preliminary steps have been

taken by me for furnishing and issuing these cards agreeably to the provisions of law; but, as no appropriation was made by Congress to meet the expense of their manufacture and the Department is prohibited, by the seventh section of the act of July 12, 1870, from involving the Government in any contract for the future payment of money in excess of appropriations made for each fiscal year, I was constrained to postpone their issue until a specific appropriation could be made. This course was taken in conformity with the written opinion of the Attorney-General. An appropriation for this purpose is respectfully recommended.

The salaries of the heads of bureaus of this Department should be largely increased. The three Assistant Postmasters-General receive only \$3,500 each per annum, and the Superintendents of Foreign Mails and the Money-Order System each \$3,000 per annum. These sums are inadequate to maintain their families comfortably in Washington, their presence being required here during the entire year. The ability, integrity, and laborious services of these officers appeal strongly in their behalf.

Salaries.

With the highest esteem, I remain your obedient servant,

JNO. A. J. CRESWELL,

*Postmaster-General.*

The PRESIDENT.





## APPENDIX.

### No. 1.—*Estimates for expenditures for the fiscal year ending June 30, 1874.*

For inland mail transportation, including pay of mail-messengers, route-agents, mail-route messengers, local agents, railway postal-clerks, and baggage-masters in charge of through mails .....	\$17,857,932 00
For foreign mail transportation .....	300,000 00
For ship, steamboat, and way letters .....	10,000 00
For compensation to postmasters .....	5,700,000 00
For clerks in post-offices .....	3,000,000 00
For payments to letter-carriers .....	1,600,000 00
For wrapping-paper .....	33,000 00
For twine .....	38,000 00
For letter-balances .....	3,000 00
For office-furniture .....	6,500 00
For advertising .....	70,000 00
For postage-stamps, stamped envelopes, postal cards, and registered-package seals, including salary of distributing-agent and assistants, and incidental expenses of agency .....	840,550 00
For mail depredations and special agents .....	160,000 00
For mail-bags and mail-bag catchers .....	200,000 00
For mail locks and keys .....	40,000 00
For postmarking and canceling stamps for offices .....	12,000 00
For miscellaneous payments, including balances due foreign countries; the preparation and publication of post-route maps; rent, light, fuel, stationery, and miscellaneous items for post-offices; registered-package envelopes; official envelopes for the use of postmasters; dead-letter envelopes; fees to United States marshals, clerks of courts, and attorneys; engraving, printing, and binding drafts and warrants; and miscellaneous items .....	1,032,185 00
<b>Total estimated expenditures .....</b>	<b>30,903,167 00</b>
Estimated amount provided by the Department, being its own revenue accruing from postages .....	24,552,565 00
<b>Amount to be provided from the general Treasury to make the receipts equal the expenditures .....</b>	<b>6,350,602 00</b>
 <b>Expenditures under special appropriations, to be provided out of the general Treasury:</b>	
For steamship service between San Francisco, Japan, and China .....	\$500,000 00
For steamship service between San Francisco, Japan, and China, (being a special subsidy in pursuance of sections 3 and 6 of the act approved June 1, 1872, for service from October 1, 1873, to June 30, 1874) .....	375,000 00
	875,000 00
For steamship service between the United States and Brazil .....	150,000 00
For steamship service between San Francisco and the Sandwich Islands ..	75,000 00
<b>Total .....</b>	<b>1,100,000 00</b>

W. H. H. TERRELL,  
*Third Assistant Postmaster-General.*

No. 2.—Statement exhibiting receipts and expenditures, under appropriate heads, by quarters *and June*

## RECEIPTS.

	Quarter ended September 30, 1871.	Quarter ended December 31, 1871.	Quarter ended March 31, 1872.	Quarter ended June 30, 1872.
Letter-postage .....	\$90,027 32	\$78,136 09	\$89,563 23	\$88,141 94
Newspapers and pamphlets .....	236,815 42	241,301 88	252,678 84	255,144 07
Emoluments, (box-rents, &c.) .....	271,102 73	271,634 57	272,456 90	271,701 30
Fines.....	718 22	720 61	12,393 59	4,784 21
Stamps and stamped envelopes sold..	4,341,707 06	4,864,185 22	5,050,821 18	4,753,207 98
Dead letters .....	1,950 00	2,249 00	1,500 00	1,600 00
Internal revenue from postmasters .....		36 18		
Registered letters .....				
Miscellaneous .....	3,204 54	3,935 02	4,472 03	5,839 61
Money-order funds transferred .....				
Revenue from money-order business .....				443,397 63
<b>Total.....</b>	<b>4,945,525 29</b>	<b>5,462,198 57</b>	<b>5,683,885 77</b>	<b>5,823,816 74</b>

Comparison, including money-order funds transferred and revenue from money-order business:

Increase of receipts over year ended June 30, 1870, \$2,143,205.72, or 10.83 per centum.

Increase of receipts over year ended June 30, 1871, \$1,878,380.93, or 9.02 per centum.

Comparison, exclusive of revenue from money-order business, but including transfers of money-order funds:

Increase of receipts over year ended June 30, 1870, \$1,699,808.09, or 8.59 per centum.

Increase of receipts over year ended June 30, 1871, \$1,434,983.32, or 7.16 per centum.

## EXPENDITURES.

Compensation to postmasters.....	\$1,271,976 38	\$1,281,469 50	\$1,282,453 21	\$1,285,766 11
Ship, steamboat, and way letters .....	3,536 71	1,390 83	936 20	1,147 32
Transportation of the mails .....	3,566,130 84	3,920,602 64	3,963,860 71	4,097,226 34
Wrapping-paper.....	7,384 68		13,110 00	8,189 00
Office-furniture.....	1,354 35	2,520 20	1,020 29	1,640 74
Advertising.....	27,162 34	9,461 12	8,551 02	7,937 85
Mail-bags and catchers .....	36,345 57	73,855 19	44,731 66	36,241 58
Blank agent and assistants .....	2,210 00	2,210 00	2,258 37	2,499 15
Mail locks, keys, and stamps .....	6,052 23	4,239 59	10,452 17	7,425 08
Mail depredations and special agents .....	32,058 18	32,271 99	31,389 70	35,056 60
Clerks for post-offices.....	679,071 92	684,633 82	698,156 77	723,391 12
Postage-stamps and stamped envelopes.....	119,832 19	134,633 23	144,170 11	137,193 31
Letter-carriers .....	346,928 44	347,248 12	347,981 24	343,807 96
Dead-letters.....				
Miscellaneous .....	120,573 46	137,893 13	147,056 40	167,903 35
Balance due Great Britain .....		68,000 53		48,413 49
North German Union .....	57,662 74		69,574 40	
Bremen .....				
France .....				
Hamburg .....				
Prussia .....				
Belgium .....	1,783 13		1,519 67	5,638 34
Money-order funds retransferred .....				
<b>Total.....</b>	<b>6,280,063 16</b>	<b>6,701,429 89</b>	<b>6,767,221 92</b>	<b>6,909,477 34</b>

Comparison, including retransfers of money-order funds:

Increase of expenditures over year ended June 30, 1870, \$2,659,354.68, or 11.08 per centum.

Increase of expenditures over year ended June 30, 1871, \$2,268,088.23, or 9.29 per centum.

for the fiscal year ended June 30, 1872, compared with the fiscal years ended June 30, 1870, 30, 1871.

## RECEIPTS.

Total year ended June 30, 1872.	Total year ended June 30, 1871.	Compared with year ended June 30, 1871.		Total year ended June 30, 1870.	Compared with year ended June 30, 1870.	
		Increase.	Decrease.		Increase.	Decrease.
\$345,868 58	\$361,451 51		\$15,582 93	\$413,751 70		\$67,883 12
985,940 21	909,015 72	\$76,924 49		835,737 99	\$150,212 22	
1,086,895 50	982,997 26	103,898 24		927,876 47	159,019 03	
18,616 63	2,816 38	15,800 25		28,476 45		9,659 82
19,009,921 44	17,747,389 05	1,262,532 39		16,581,050 44	2,428,871 00	
7,299 00	10,596 51		3,297 51	8,093 30		724 30
36 18	6,197 91		6,161 73	66,251 01		66,214 83
				6 25		6 25
17,451 20	16,581 08	870 12		18,214 04		762 84
				892,843 00		892,843 00
443,397 63		443,397 63			443,397 63	
21,915,426 37	20,037,045 42	1,903,423 12	25,042 17	19,772,220 65	3,181,499 88	1,038,294 16
	21,915,426 37	25,042 17		21,915,426 37	1,038,294 16	
	1,878,380 95	1,878,380 95		2,143,205 72	2,143,205 72	

Comparison, exclusive of all transactions on money-order account:

Increase of receipts over year ended June 30, 1870, \$2,592,651.09, or 13.73 per centum.

Increase of receipts over year ended June 30, 1871, \$1,434,983.32, or 7.16 per centum.

## EXPENDITURES.

\$5,121,665 20	\$5,028,381 85	\$93,283 35		\$4,673,466 79	\$448,198 41	
7,011 06	10,716 45		\$3,705 39	9,247 59		\$2,236 53
15,547,820 53	13,669,694 08	1,878,126 45		13,356,251 85	2,191,568 68	
28,683 68	27,467 00	1,216 68		25,530 15	3,153 53	
6,535 58	3,211 51	3,324 07		2,198 37	4,337 21	
53,112 33	57,459 80		4,347 47	66,571 80		13,459 47
191,174 00	158,573 49	32,600 51		179,834 29	11,339 71	
9,177 52	8,070 98	1,106 54		7,857 50	1,320 02	
28,169 07	80,119 13		51,950 06	22,294 43	5,874 64	
131,776 47	121,899 00	9,877 47		94,802 18	36,974 29	
2,785,253 63	2,582,064 40	203,169 23		2,457,190 67	328,062 96	
535,828 84	506,889 59	28,939 25		507,534 97	28,293 87	
1,385,965 76	1,353,926 83	32,038 93		1,231,340 68	154,625 08	
573,426 34	530,723 71	42,702 63		546,450 84	26,975 50	
116,414 02	178,088 05		61,674 03	48,453 18	67,960 84	
127,237 14	66,722 16	60,514 98		115,163 78	12,073 36	
8,941 14	6,076 05	2,865 09		4,648 56	4,292 58	
				650,000 00		650,000 00
26,658,192 31	24,390,104 08	2,268,088 23	121,676 95	23,998,837 63	3,325,050 68	665,696 00
	26,658,192 31	121,676 95		26,658,192 31	665,696 00	
	2,268,088 23	2,268,088 23		2,659,354 68	2,659,354 68	

Comparison, exclusive of retransfers of money-order funds:

Increase of expenditures over year ended June 30, 1870, \$3,309,354.68, or 14.17 per centum.

Increase of expenditures over year ended June 30, 1871, \$2,268,088.23, or 9.29 per centum.

W. H. H. TERRELL,  
Third Assistant Postmaster-General.

No. 3.—*Statement of payments made under sundry heads charged to miscellaneous accounts for the fiscal year ended June 30, 1872.*

Regular allowances to postmasters for rent, light, fuel, stationery, and incidental expenses .....	\$455,479	81
Extra allowances for same for years ended June 30, 1871 and 1872 .....	10,376	35
For preparing and publishing post-route maps .....	20,613	71
For registered-package envelopes .....	15,999	02
For envelopes for official use of postmasters .....	26,699	67
For envelopes for return of dead letters to writers .....	3,843	02
For letter-balances .....	1,988	75
For twine, (cotton, \$22,983.05 ; hemp, \$7,210.45) .....	30,193	50
For fees to United States marshals .....	1,842	20
For fees to United States attorneys .....	2,016	23
For fees to clerks of United States courts .....	1,283	33
For engraving, printing, and binding drafts and warrants .....	2,059	75
For miscellaneous items .....	1,031	00
Total .....	573,426	34

W. H. H. TERRELL,  
Third Assistant Postmaster-General.

No. 4.—*Estimate of indebtedness of Post-Office Department on June 30, 1872, and not yet adjusted.*

Balances due foreign countries for fiscal years ended June 30, 1870, June 30, 1871, and June 30, 1872 .....	\$197,400 00
Mail-service under contract or recognized, but not yet reported for payment .....	411,635 15
Mail-service unrecognized .....	185,705 00
Total .....	<u>794,740 15</u>

To meet which there is available in the Treasury, being the undrawn balances of the appropriations for deficiencies in fiscal years ended June 30, 1870, June 30, 1871, and June 30, 1872..... \$4,504,029 00

W. H. H. TERRELL,  
*Third Assistant Postmaster-General.*

## No. 5.—Receipts and disbursements at Treasury

Depositories.	Deposits.	Grants from Treasury.	By transfer.	Aggregate accumulat'n.	Aggregate receipts.
Treasurer U. S., Washington, D. C. ....	\$55,367 42	\$37,500 00	\$294,277 61	\$387,145 03	\$92,867 42
Asst. Treasurer U. S., Baltimore, Md. ....	130,572 64		135,000 00	265,572 64	130,572 64
Asst. Treasurer U. S., Boston, Mass. ....	518,275 94			518,275 94	518,275 94
Asst. Treasurer U. S., Charleston, S. C. ....	58,358 72		210,000 00	268,358 72	58,358 72
Asst. Treasurer U. S., New Orleans, La. ....	128,025 07		484,000 00	612,025 07	128,025 07
Asst. Treasurer U. S., New York, N. Y. ....	2,196,843 41	5,356,250 00		7,553,093 41	7,553,093 41
Asst. Treasurer U. S., Philadelphia, Pa. ....	467,748 56		50,000 00	517,748 56	467,748 56
Asst. Treasurer U. S., San Francisco, Cal. ....	230,655 61		50,000 00	280,655 61	230,655 61
Asst. Treasurer U. S., Saint Louis, Mo. ....	175,375 03		575,000 00	750,375 03	175,375 03
Designated depository, Buffalo, N. Y. ....	3,560 25			3,560 25	3,560 25
Designated depository, Chicago, Ill. ....	50 00			50 00	50 00
Designated depository, Cincinnati, Ohio. ....	122 48			122 48	122 48
Designated depository, Louisville, Ky. ....	42,271 64			42,271 64	42,271 64
Designated depository, Mobile, Ala. ....	1,160 89			1,160 89	1,160 89
Designated depository, Pittsburgh, Pa. ....	256 00			256 00	256 00
First National Bank, Helena, Mont. ....	54 15			54 15	54 15
First National Bank, Nashville, Tenn. ....	102 74			102 74	102 74
First National Bank, Leavenworth, Kan. ....	2,598 02			2,598 02	2,598 02
First National Bank, Memphis, Tenn. ....	756 00			756 00	756 00
First National Bank, Portland, Oreg. ....	5,345 66			5,345 66	5,345 66
First National Bank, Richmond, Va. ....	329 92			329 92	329 92
First National Bank, Knoxville, Tenn. ....	2,637 25			2,637 25	2,637 25
First National Bank, Galveston, Tex. ....	7,216 56			7,216 56	7,216 56
First National Bank, Springfield, Ill. ....	12,185 77			12,185 77	12,185 77
Second National Bank, Detroit, Mich. ....	108 70			108 70	108 70
Second National Bank, Utica, N. Y. ....	132 89			132 89	132 89
Second Nat'l Bank, Leavenworth, Kans. ....	1,358 61			1,358 61	1,358 61
Merchants' Nat'l Bank, Cleveland, Ohio. ....	19 26			19 26	19 26
Merchants' Nat'l Bank, Portland, Me. ....	26,762 76			26,762 76	26,762 76
Merchants' Nat'l Bank, Savannah, Ga. ....	1,330 90			1,330 90	1,330 90
Merchants' Nat'l Bank, Little Rock, Ark. ....	1,894 20			1,894 20	1,894 20
Atlanta National Bank, Atlanta, Ga. ....	656 46			656 46	656 46
City Nat'l Bank, Grand Rapids, Mich. ....	55 29			55 29	55 29
National State Bank, Des Moines, Iowa. ....	50 00			50 00	50 00
Lynchburgh N'l Bank, Lynchburgh, Va. ....	24 68			24 68	24 68
Kansas Valley Nat'l Bank, Topeka, Kan. ....	566 13			566 13	566 13
Planters' National Bank, Richmond, Va. ....	35 15			35 15	35 15
Indianapolis N'l Bank, Indianapolis, Ind. ....					
Total.....	4,072,864 76	5,393,750 00	1,798,277 61	11,264,892 37	9,466,614 76

## Comparative statement between fiscal years

Deposits for fiscal year of 1872 .....	\$4,072,864 76
Deposits for fiscal year of 1871 .....	3,140,061 28
Difference in favor of 1872.....	932,803 48
Grants from Treasury for 1872 .....	5,393,750 00
Grants from Treasury for 1871 .....	4,132,450 00
Increase for 1872.....	1,261,300 00
Add gain in deposits for 1872.....	932,803 48
Total gain in receipts for 1872.....	2,194,103 48
Aggregate receipts for 1872 .....	9,466,614 76
Aggregate receipts for 1871 .....	7,272,511 28
Total gain in receipts for 1872.....	2,194,103 48
Increase in receipts for 1872 .....	2,225,673 73
Deduct decrease in receipts for 1872.....	18,395 99
	2,207,277 74
Deduct amount of deposits made in 1871 at depositories with which there were no accounts for fiscal year of 1872 .....	13,174 26
	2,194,103 48

## REPORT OF THE POSTMASTER-GENERAL.

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*depositories for fiscal year ended June 30, 1872.*

Increase of receipts over 1871.	Decrease of receipts from 1871.	Warrants.	Increase over 1871.	Decrease from 1871.	Transfer account.		Balance June 30, 1872.
					From—	To—	
\$32,547.37		\$345,314.03		\$9,768.43		\$294,277.61	\$68,728.90
3,380.86		194,612.30		456.44		135,000.00	78,128.29
51,547.16		433,487.11		31,983.52			193,137.09
	\$14,932.34	230,768.08	\$38,926.84			210,000.00	59,263.65
247.38		497,245.92	2,763.92			484,000.00	120,621.70
1,930,156.09		5,543,660.92	655,106.50		\$1,715,000.00		372,042.79
54,316.33		479,159.97	28,865.23			50,000.00	118,209.69
30,175.70		283,962.43		281,130.59		50,000.00	17,066.79
22,422.57		655,014.18	259,983.58			575,000.00	114,657.30
3,535.25						106.65	
	1,271.83				1,246.33		50.00
	1.28						
122.48					122.48		
41,692.86		1,399.51	1,399.51		35,060.76		6,019.18
66.04					1,531.02		3,453.60
256.00					256.00		
	757.85				85.65		
	1,347.34				102.74		
2,598.02					1,418.70		1,179.32
756.00					756.00		
3,664.25					5,728.81		116.85
24.80					635.04		
2,399.94					68.40		2,637.25
7,078.34					7,354.78		
12,178.77					768.88		11,406.89
108.70							108.70
132.89							132.89
88.22							788.00
19.26					570.61		
23,415.14					19.26		
626.75					24,510.38		5,600.00
764.00					1,330.90		
656.46					782.64		1,333.76
55.29					656.46		
50.00					55.29		
24.68					50.00		
566.13					24.68		566.13
	85.85				35.15		
2,225,673.73	18,395.99	8,664,624.45	987,045.58	323,338.98	1,798,277.61	1,798,277.61	1,175,258.77

*1871 and 1872 at Treasury depositories.*

Warrants drawn for fiscal year of 1872.....	\$8,664,624.45
Warrants drawn for fiscal year of 1871.....	8,001,330.05
Increase for 1872.....	663,294.40
Increase of warrants for 1872.....	987,045.58
Deduct decrease of warrants for 1872.....	323,338.98
	663,706.60
Deduct amount of warrants drawn in 1871 at depositories with which there were no accounts for 1872.....	412.20
Increase for 1872.....	663,294.40
Total number of warrants issued during fiscal year of 1872.....	6,706
Total number of warrants issued during fiscal year of 1871.....	6,017
Increase for 1872.....	689
Balance on hand June 30, 1872.....	1,175,258.77
Balance on hand June 30, 1871.....	365,064.35
Excess for 1872.....	810,204.42

W. H. H. TERRELL,  
Third Assistant Postmaster-General.



No. 6.—Receipts and disbursements at depository post-offices on account of fiscal year ended June 30, 1872.

Office.	State.	Proceeds.	Deposits.	Collections.	Aggregate accumulation.	Amount subject to draft, June 30, 1871.	Total.	Disbursements.	Amount subject to draft, June 30, 1872.
Albany	New York	\$70,715 26	\$65,560 18	\$22 60	\$136,298 04	\$9,631 69	\$145,920 73	\$132,932 74	\$12,986 99
Albany	Georgia	28,307 44	19,794 58	6,601 33	54,703 15	3,987 47	58,670 62	49,296 47	9,444 47
Albany	Maine	7,099 77	9,253 71	1,013 33	27,366 81	6,174 68	33,541 49	30,697 37	2,843 92
Batavia	New York	3,731 53	3,947 27	62 90	4,158 70	1,307 28	5,465 98	4,047 97	1,418 01
Binghamton	New York	14,639 96	4,747 03	149 56	19,526 55	4,113 96	23,640 51	21,333 31	2,316 80
Buffalo	New York	79,374 20	31,992 40	172 96	82,576 98	9,649 81	84,120 90	83,520 90	600 00
Chicago	Illinois	604,301 20	27,579 88	1,724 90	638,017 89	28,030 76	666,038 28	650,060 90	15,977 29
Cincinnati	Ohio	280,859 92	20,203 27	3,020 91	311,430 71	26,200 76	337,631 47	316,944 05	21,687 42
Cleveland	Ohio	100,001 11	12,150 70	1,600 61	120,363 93	13,476 71	134,840 64	128,671 82	5,968 66
Columbus	Ohio	33,297 74	15,005 32	619 00	45,910 62	5,141 14	51,051 76	45,065 60	5,986 16
Concord	New Hampshire	12,033 40	8,084 53	433 35	27,569 37	2,137 44	29,707 01	26,238 31	3,468 70
Davenport	Iowa	25,615 17	5,821 61	31 64	25,149 57	2,944 60	28,094 17	25,675 94	2,418 23
Des Moines	Iowa	112,015 23	1,116 86	2,011 66	124,337 53	13,569 08	137,906 61	121,499 51	16,407 10
Detroit	Michigan	1,329 30	10,310 64	75 68	2,521 84	460 53	2,982 37	2,683 52	318 85
Dover	Delaware	18,211 48	23,890 25	346 27	42,448 00	3,341 96	45,789 96	44,721 87	1,068 09
Dubuque	Iowa	7,706 59	923 20	870 04	9,499 83	2,812 92	12,312 75	10,528 36	1,784 39
Easton	Pennsylvania	12,934 25	4,265 74	185 30	17,388 29	2,985 47	20,373 76	17,823 48	2,550 28
Evansville	Indiana	14,594 95	4,263 16	213 19	19,073 30	3,566 01	22,639 31	18,692 65	3,946 66
Fort Wayne	Indiana	7,600 49	2,392 27	213 19	9,992 76	5,532 59	15,525 35	12,019 35	3,506 00
Grand Rapids	Michigan	19,431 75	4,759 60	464 00	24,675 35	5,080 31	29,754 66	26,143 47	3,611 19
Harriburg	Pennsylvania	32,675 03	11,545 19	429 57	44,649 79	11,154 28	55,804 07	54,214 05	1,590 02
Hartford	Connecticut	64,082 94	24,094 62	540 95	88,718 51	9,801 83	98,520 34	96,379 93	2,140 41
Huntsville	Alabama	3,372 66	1,468 35	506 96	5,347 27	402 49	5,749 76	5,294 74	455 02
Indianapolis	Indiana	48,938 25	22,272 91	1,238 95	72,450 11	9,513 80	81,963 91	75,900 36	6,063 55
Kalamazoo	Michigan	9,004 35	3,305 30	1,833 75	20,143 40	5,487 81	25,631 21	21,911 59	3,719 62
Keene	New Hampshire	5,409 69	1,133 28	23 59	6,566 56	2,838 40	9,398 96	8,836 05	562 91
Knoxville	Tennessee	7,636 07	5,962 24	504 45	14,322 76	1,559 19	15,881 95	14,190 31	1,691 64
La Fayette	Indiana	8,787 67	2,009 57	138 46	10,935 42	4,650 42	15,585 84	13,839 91	1,745 93
Lancaster	New Hampshire	1,319 91	1,346 59	138 46	2,666 50	912 32	3,578 82	3,705 73	1,873 09
Leavenworth	Kansas	13,183 23	13,993 84	9,358 92	36,535 89	4,849 07	41,384 96	37,827 59	3,557 37
Lexington	Ohio	9,869 84	7,496 24	2,139 42	19,505 50	4,694 61	24,200 11	21,119 01	3,081 10
Lima	Kentucky	3,131 06	2,617 19	348 77	5,996 52	2,664 62	8,661 14	6,023 12	2,638 02
Louisville	Kentucky	93,368 98	12,592 87	2,932 94	106,294 76	9,889 18	116,183 77	108,458 32	7,725 45
Madison	Massachusetts	26,239 05	2,697 90	53 62	28,990 66	6,196 51	35,187 17	28,294 03	6,893 14
Meadville	Wisconsin	18,244 92	5,886 86	181 75	24,313 63	2,137 03	26,450 66	24,811 81	1,638 85
Memphis	Pennsylvania	6,201 51	31,798 10	8,138 40	40,138 01	4,909 81	45,047 82	41,959 66	3,088 16
Milwaukee	Tennessee	55,929 28	23,431 61	8,035 55	87,396 44	11,001 53	98,397 97	92,411 21	5,986 76
Montpelier	Vermont	95,733 71	23,431 61	111,011 79	111,011 79	1,487 17	112,498 96	111,651 16	1,847 80
Montpelier	Vermont	4,103 28	3,922 50	143 16	8,055 78	1,487 17	9,542 95	8,496 37	1,046 58
Newark	Tennessee	25,470 63	2,467 97	42,576 50	70,525 11	7,988 03	78,513 14	76,511 53	2,001 61
New Jersey	New Jersey	54,642 78	13,444 93	2,754 79	70,842 50	7,988 03	78,830 53	76,511 53	2,319 00
New Haven	Connecticut	57,598 58	18,270 45	2,754 79	73,618 03	7,735 11	81,353 14	78,511 53	2,841 61

Olean.....	1,864 92	1,374 68	830 02	4,008 65	364 09	4,463 74	3,149 93	1,313 81
Ogdensburg.....	6,654 72	1,230 35	184 91	8,059 95	1,406 13	9,486 11	8,971 33	534 78
Peoria.....	24,852 04	5,099 44	4,123 66	34,044 14	8,067 82	42,111 96	37,552 44	4,159 52
Pittsburgh.....	133,329 55	17,168 20	11,593 23	162,090 95	1,606 10	103,697 08	151,334 29	12,362 79
Portland.....	3,109 11	1,040 69	32 28	4,182 08	348 96	4,531 04	3,220 01	1,311 03
Portsmouth.....	45,112 98	9,570 41	224 70	54,908 09	9,302 27	64,210 36	61,064 13	3,146 23
Providence.....	5,619 95	8,002 35	558 71	14,181 01	1,873 24	16,054 25	13,464 91	2,589 34
Quincy.....	89,434 75	15,464 65	899 92	105,799 32	9,931 11	115,730 43	102,999 27	12,731 16
Raleigh.....	17,875 52	4,541 81	220 25	22,637 53	1,577 00	24,214 58	23,193 19	1,021 39
Richmond.....	8,125 67	2,603 40	290 87	10,020 94	1,845 93	15,874 87	13,563 48	1,811 39
Rippon.....	45,561 43	5,368 38	616 17	51,545 98	309 80	51,855 78	46,420 14	5,435 64
Rochester.....	2,030 24	231 85	275 17	2,537 80	1,669 52	4,207 32	3,316 15	891 17
Rutland.....	92,307 02	11,007 41	3,197 46	106,411 89	7,189 70	113,601 59	106,013 43	7,588 16
Saint Paul.....	5,701 42	4,765 08	31 26	10,497 76	294 37	10,792 13	8,777 24	2,014 89
Sandusky.....	34,625 00	16,094 80	1,644 58	52,364 38	4,964 50	57,348 88	54,977 41	2,371 47
Saratoga.....	7,935 99	1,222 46	2,682 76	11,841 21	2,369 69	14,210 90	12,257 38	1,953 52
Springfield.....	12,335 17	26,908 23	630 33	39,873 73	5,761 59	45,635 32	41,918 09	3,717 23
Springfield.....	18,125 77	16,956 01	2,680 10	37,701 88	5,124 09	42,825 97	38,772 37	4,113 60
Statenville.....	35,429 76	20,253 32	.....	55,683 08	10,760 31	66,443 39	60,493 98	5,949 41
Syracuse.....	4,746 25	1,874 42	554 72	7,175 39	3,714 11	10,889 50	8,285 38	2,604 12
Troy.....	45,702 65	9,112 97	571 52	55,387 14	28,275 63	83,662 77	76,991 41	6,671 36
Urbana.....	3,618 27	504 81	38 82	4,161 90	954 98	5,116 88	4,265 99	850 89
Vincennes.....	30,036 17	11,262 67	144 65	41,443 49	5,407 67	46,851 16	41,466 30	5,384 86
Wheeling.....	1,470 65	1,641 54	67 48	3,179 67	1,433 20	4,612 87	3,861 48	751 39
Williamsport.....	9,757 72	2,162 66	111 58	12,031 96	2,255 18	14,287 14	13,431 97	855 17
Worcester.....	13,382 66	1,901 29	355 56	15,639 51	3,303 48	18,942 99	15,800 88	3,142 11
Worcester.....	3,218 85	3,164 53	.....	6,383 38	2,565 03	8,948 41	6,024 69	2,923 72
Worcester.....	45,839 43	16,020 20	.....	6,859 63	8,507 85	70,367 48	64,775 55	5,591 93
Zanesville.....	2,193 07	2,193 07	1,266 63	15,536 41	1,058 21	16,594 62	13,388 45	3,206 17
Miscellaneous.....	12,076 71	62,352 41	.....	62,352 41	.....	62,352 41	62,352 41	.....
Total.....	2,885,956 56	801,512 11	90,736 74	3,775,228 41	392,920 93	4,171,149 34	3,872,216 36	298,932 98

W. H. H. TERRELL,  
Third Assistant Postmaster-General.

No. 7.—*Postage-stamps, stamped envelopes, and newspaper-wrappers issued during the fiscal year ended June 30, 1872.*

POSTAGE-STAMPS.

Quarter ended—	NUMBER AND DENOMINATION OF STAMPS.										Value.
	1-cent.	2-cent.	3-cent.	6-cent.	7-cent.	10-cent.	12-cent.	15-cent.	24-cent.	30-cent.	90-cent.
September 30, 1871	4,846,000	21,669,200	94,873,100	2,002,700	449,600	802,860	962,775	378,180	52,775	52,350	24,380
December 31, 1871	5,422,400	23,001,900	102,041,000	2,119,500	361,100	677,550	299,425	411,560	47,025	51,010	12,680
March 31, 1872	6,531,800	25,918,800	105,623,600	2,722,950	237,300	422,970	338,675	580,900	116,500	108,990	13,650
June 30, 1872	10,862,900	21,383,600	101,963,800	2,384,600	247,900	708,160	318,475	431,460	61,950	57,580	21,440
Total	27,663,100	91,973,500	404,501,500	9,222,750	1,315,900	3,117,540	1,925,350	1,802,100	278,250	275,930	72,150
											15,840,649 00

STAMPED ENVELOPES AND NEWSPAPER-WRAPPERS, PLAIN.

Quarter ended—	NUMBER AND DENOMINATION OF ENVELOPES.										Value.
	1-cent.	2-cent.	3-cent.	6-cent.	7-cent.	10-cent.	12-cent.	15-cent.	24-cent.	30-cent.	90-cent.
September 30, 1871	100,500	1,902,750	10,896,550	44,950	9,000	15,250	2,450	550	250	250	330
December 31, 1871	142,750	2,108,500	12,624,350	63,900	2,000	3,250	10,000	550	250	250	330
March 31, 1872	183,750	2,231,250	13,263,000	53,700	4,500	7,500	1,850	550	400	300	300
June 30, 1872	331,750	1,953,250	12,261,450	71,750	16,250	5,000	750	550	400	300	300
Total	768,750	8,220,750	43,980,350	232,900	24,750	31,000	15,050	1,100	650	550	650
											1,838,340 00

NEWSPAPER-WRAPPERS.

1-cent.	2-cent.
133,250	2,039,250
133,250	8,691,000
	1,838,340 00

No. 7.—*Postage-stamps, stamped envelopes, &c.*—Continued.

## STAMPED ENVELOPES BEARING A REQUEST FOR THE RETURN OF UNCLAIMED LETTERS, &amp;c.

Quarter ended—	NUMBER AND DENOMINATION OF ENVELOPES.							Value.
	1-cent.	2-cent.	3-cent.	6-cent.	7-cent.	12-cent.	24-cent.	
September 30, 1871.....	57,500	190,500	10,077,250	29,500	500	500	.....	\$308,567 50
December 31, 1871.....	102,000	242,500	11,309,500	43,500	.....	500	500	347,945 00
March 31, 1872.....	121,000	224,000	12,314,000	41,500	.....	1,000	.....	378,920 00
June 30, 1872.....	107,500	290,500	11,579,750	31,000	.....	500	.....	356,197 50
Total.....	388,000	1,007,500	45,280,500	145,500	500	2,500	500	1,391,630 00

## RECAPITULATION.

Description. *	Whole number.	Value.
Postage-stamps.....	541,455,070	\$15,840,649 00
Stamped envelopes, plain.....	58,276,500	1,663,196 50
Stamped envelopes, request.....	46,825,000	1,391,630 00
Newspaper-wrappers.....	8,824,250	175,152 50
Total.....	655,380,820	19,070,628 00

W. H. H. TERRELL,  
Third Assistant Postmaster-General.

No. 8.—*Postage-stamps, stamped envelopes, and newspaper-wrappers issued during the fiscal year ended June 30, 1872.*

Description.	Quarter ended September 30, 1871.	Quarter ended December 31, 1871.	Quarter ended March 31, 1872.	Quarter ended June 30, 1872.	Total.
<i>Postage-stamps.</i>					
One-cent .....	4,846,000	5,422,400	6,531,800	10,862,900	27,663,100
Two-cent .....	21,669,200	23,001,900	25,918,800	21,333,600	91,923,500
Three-cent .....	94,873,100	102,041,000	105,623,600	101,963,800	404,501,500
Six-cent .....	2,002,700	2,119,500	2,729,950	2,384,600	9,236,750
Seven-cent .....	449,600	361,100	257,300	247,900	1,315,900
Ten-cent .....	808,860	677,550	922,970	708,160	3,117,540
Twelve-cent .....	268,775	299,425	338,675	318,475	1,225,350
Fifteen-cent .....	378,180	411,560	580,900	431,460	1,802,100
Twenty-four-cent .....	52,775	47,025	116,500	61,950	278,250
Thirty-cent .....	58,350	51,010	108,990	57,580	275,930
Ninety-cent .....	24,380	12,680	13,650	21,440	72,150
Amount .....	\$3,701,650 00	\$3,931,360 00	\$4,226,805 00	\$3,980,834 00	\$15,840,649 00
<i>Stamped envelopes and newspaper-wrappers, plain.</i>					
One-cent .....	100,500	142,750	193,750	331,750	768,750
Two-cent .....	1,902,750	2,108,500	2,251,250	1,938,250	8,200,750
Three-cent .....	10,826,550	12,624,350	13,268,000	12,261,450	48,980,350
Six-cent .....	44,250	63,200	53,700	71,750	232,900
Seven-cent .....	2,000	2,000	4,500	16,250	24,750
Ten-cent .....	15,250	3,250	7,500	5,000	31,000
Twelve-cent .....	2,450	10,000	1,850	750	15,050
Fifteen-cent .....	550	.....	550	.....	1,100
Twenty-four-cent .....	.....	250	400	.....	650
Thirty-cent .....	.....	250	300	.....	550
Ninety-cent .....	350	.....	300	.....	650
One-cent wrappers .....	.....	.....	.....	133,250	133,250
Two-cent wrappers .....	2,052,500	2,061,500	2,537,750	2,039,250	8,691,000
Amount .....	\$409,918 00	\$469,150 00	\$500,805 00	\$458,476 00	\$1,838,349 00
<i>Stamped envelopes bearing a request to return.</i>					
One-cent .....	57,500	102,000	121,000	107,500	388,000
Two-cent .....	190,500	242,500	284,000	290,500	1,007,500
Three-cent .....	10,077,250	11,309,500	12,314,000	11,579,750	45,280,500
Six-cent .....	29,500	43,500	41,500	31,000	145,500
Seven-cent .....	500	.....	.....	.....	500
Twelve-cent .....	500	500	1,000	500	2,500
Twenty-four-cent .....	.....	500	.....	.....	500
Amount .....	\$308,567 50	\$347,945 00	\$378,920 00	\$356,197 50	\$1,391,630 00

## RECAPITULATION.

Description.	Number.	Value.
Postage-stamps .....	541,455,070	\$15,840,649 00
Stamped envelopes, plain .....	58,276,500	1,663,196 50
Stamped envelopes, request .....	46,825,000	1,391,630 00
Total stamped envelopes .....	105,101,500	3,054,826 50
Newspaper-wrappers .....	8,824,250	175,152 50
Whole number and value of stamps, stamped envelopes, and wrappers issued .....	655,380,820	19,070,628 00

W. H. H. TERRELL,  
Third Assistant Postmaster-General.

No. 8, (Continued.)—Statement showing the increase in the issue of postage-stamps, stamped envelopes, and newspaper-wrappers for the fiscal year ended June 30, 1872, over the preceding fiscal year.

Description.	1871.		1872.	
	Number.	Amount.	Number.	Amount.
Postage-stamps .....	498, 126, 175	\$14, 630, 715 00	541, 455, 070	\$15, 840, 649 00
Stamped envelopes, plain .....	49, 954, 625	1, 432, 474 75	58, 276, 500	1, 663, 196 50
Stamped envelopes, request .....	48, 111, 650	1, 434, 181 50	46, 825, 000	1, 391, 630 00
Newspaper-wrappers .....	6, 609, 000	132, 180 00	8, 824, 250	175, 152 50
Aggregate .....	602, 801, 450	17, 629, 551 25	655, 380, 820	19, 070, 628 00

Description.	Increase.		Per cent. of increase.	
	Number.	Amount.	Number.	Amount.
Postage-stamps .....	43, 328, 895	\$1, 209, 934 00	8. 69	8. 27
Stamped envelopes, plain .....	8, 321, 875	230, 721 75	16. 65	16. 10
Stamped envelopes, request .....	1, 286, 650	42, 551 50	*2. 67	*2. 96
Newspaper-wrappers .....	2, 215, 250	42, 972 50	33. 51	32. 50
Aggregate .....	52, 579, 370	1, 441, 076 75	8. 72	8. 17

\* Decrease.

W. H. H. TERRELL,  
Third Assistant Postmaster-General.

No. 9.—Statement of dead letters received and disposed of during the fiscal year ended June 30, 1872, compared with previous year, 1871.

Character of letters.	1872.		1871.		Increase of 1872 over 1871.		Decrease of 1872 under 1871.		Increase.		Decrease.	
	No.	Amount or nominal value.	No.	Amount or nominal value.	No.	Amount or nominal value.	No.	Amount or nominal value.	Per cent.	Per cent.		
Number of domestic letters received.....	3,996,714		3,973,075		23,639				0.59			
Number of foreign letters received.....	244,660		221,673		22,987				10.36			
Money-letters containing one dollar and upward.....	17,109	\$67,371 55	18,577	\$78,819 98			1,468	\$11,541 43			7.90	
Number delivered to owners.....	14,193	57,979 50	17,083	74,420 90			2,890	16,441 40			16.91	
Number filed for reclamation, outstanding, and on hand.....	5,378	17,339 27	4,397	14,729 10	981	\$2,550 17			22.31			
Money-letters containing sums less than one dollar.....	14,406	4,290 83	14,956	3,808 92							3.67	
Number delivered to owners.....	10,736	3,303 23	12,413	3,094 90			550				13.51	
Number filed for reclamation, outstanding, and on hand.....	3,670	987 70	2,543	714 02	1,127	273 68	1,677		44.31			
Letters containing bills of exchange, deeds, &c.....	19,919	3,320,300 38	19,193	3,075,869 23	726	244,431 15			3.78			
Number delivered to owners.....	18,348	3,103,062 45	17,905	2,855,030 31	443	248,032 14			2.47			
Number held for reclamation and outstanding.....	1,332	217,237 83	1,288	230,838 92	44			3,600 99	3.41			
Letters and packages containing jewelry, books, &c.....	5,456		6,498		1,958				30.13			
Number delivered to owners.....	5,468		4,298		1,170				27.92			
Number held for reclamation.....	2,988		2,200		1,788				35.81			
Letters containing photographs, postage-stamps, receipts, &c.....	108,315		111,064								11.47	
Number delivered.....	90,794		101,514				12,749				10.56	
Number filed.....	17,521		9,550		7,971				83.46			
Letters without inclosures sent out for delivery.....	1,529,707		1,628,803								6.08	
Number delivered.....	1,210,507		1,334,303				99,006				9.27	
Number returned and destroyed.....	319,200		294,500		24,700		123,706					
Letters, circulars, &c., destroyed.....	2,294,575		2,173,984		120,591				8.38			
Domestic letters returned from foreign countries.....	83,422		77,010		6,412				5.54			
Foreign letters returned to country from which they emanated.....	244,660		221,673		22,987				8.32			
									10.36			

W. H. H. TERRELL,  
Third Assistant Postmaster-General.

POST-OFFICE DEPARTMENT,  
*Contract Office, November 9, 1872.*

SIR: For a statement of the mail-service for the contract year ended June 30, 1872, &c., I have the honor to refer you to the tables hereto annexed.

Table A exhibits the character of the service, the length of routes, the number of miles of transportation, and the cost thereof, at the close of the contract year.

Table B exhibits the railroad service as in operation on the 30th June, 1872; also the cost per mile in each State.

Table C exhibits the steamboat service as in operation on the 30th June, 1872.

Table D shows the increase and decrease of mail transportation and cost in the several States and Territories during the year ended June 30, 1872.

Table E shows the weight of the mails, the speed with which they are conveyed, the accommodations for mails and agents, the trips per week, and the rates of pay per mile per annum on railroad-routes in States (chiefly) in which the contract term expired June 30, 1872.

Table F shows the re-adjustment of the rates of pay per mile on certain railroad-routes, and on certain new routes the adjustment of the rates, based upon returns of the weight of the mails, the speed with which they are conveyed, the accommodations provided for mails and agents, and the number of trips per week.

Table G is a statement compiled from the annual reports of the Post-Office Department, showing the amount of railroad mail-service, and the cost thereof, from the commencement of such service in the fiscal year ended June 30, 1836, to June 30, 1872.

Table H shows the number and cost of mail locks and keys purchased and repaired during the year ended June 30, 1872.

Table I is a statement of the number, description, and cost of mail-bags purchased by contract and put into service during the fiscal year ended June 30, 1872.

Table K is a list of railway post-offices in the United States on the 30th June, 1872, with a recapitulation and comparative statement showing the increase at that date over the service of the preceding year.

Through-mail tables numbered from 1 to 32, inclusive, show the time occupied in the transmission of mails on a number of the leading and most important routes of the country for the year ended with the month of September, 1872.

Very respectfully, your obedient servant,

JOHN L. ROUTT,  
*Second Assistant Postmaster-General.*

Hon. J. A. J. CRESWELL,  
*Postmaster-General.*





A.—Table of mail-service for the year ended June 30, 1872, as exhibited by the state of the arrangements at the close of the year.

[The entire service and pay on each route are set down to the State under which the route is numbered, though extending sometimes into other States, instead of being divided among the States in which the different portions lie.]

States and Territories.	Length of routes.	Annual transportation and cost.						Total annual trans- portation by cele- rity, certainty, and security.	Total annual trans- portation by steam- boat.	Total annual trans- portation by rail- road.	Total annual trans- portation.	Total annual cost.
		By steamboat.			By railroad.							
		Miles.	Dollars.	Miles.	Dollars.	Miles.	Dollars.					
Maine.....	4,368	3,429	71,786	108	3,340	939	89,469	779,920	2,330,605	161,337		
New Hampshire.....	1,828	1,200	25,524	30	2,500	520	41,336	501,313	1,018,044	70,200		
Vermont.....	2,295	1,691	41,134	160	2,500	604	77,437	643,846	1,464,481	118,561		
Massachusetts.....	2,695	963	51,421	160	2,500	1,683	217,842	2,538,120	3,264,793	271,763		
Rhode Island.....	550	260	8,037	247	8,899	1,130	13,974	99,840	501,722	34,511		
Connecticut.....	1,601	685	25,082	247	8,899	4,631	605,799	1,431,316	1,793,096	139,800		
New York.....	11,372	6,494	193,214	72	3,873	1,145	120,189	9,793,619	9,883,598	407,912		
New Jersey.....	2,258	1,041	33,357	94	6,300	3,514	332,224	1,311,478	1,873,754	168,419		
Pennsylvania.....	14,369	10,772	247,487	94	6,300	3,514	332,224	4,554,084	8,032,611	586,011		
Delaware.....	480	263	8,347	40	750	217	17,138	231,690	369,092	25,485		
Maryland.....	3,469	2,528	65,447	230	16,288	901	185,519	4,496,118	2,393,483	251,716		
West Virginia.....	4,792	4,309	54,326	723	48,100	223	27,743	144,551	1,121,167	98,337		
Virginia.....	6,994	6,794	113,517	256	6,560	1,477	191,545	3,538,553	3,421,775	353,162		
North Carolina.....	7,837	6,547	76,286	16	2,860	1,034	104,190	67,392	1,068,657	102,995		
South Carolina.....	3,640	2,377	29,628	16	2,860	1,247	114,190	1,167,706	2,494,983	144,078		
Georgia.....	5,009	2,892	46,144	5,130	165,498	2,048	183,218	2,325,068	2,783,950	216,656		
Florida.....	7,238	1,675	24,988	487	25,305	26,133	480,964	494,404	2,023,093	216,656		
Alabama.....	7,233	4,905	85,701	431	9,500	1,841	156,344	231,974	2,399,930	287,350		
Mississippi.....	5,114	3,634	66,257	497	9,500	1,841	156,344	73,162	1,475,994	203,960		
Louisiana.....	4,479	2,528	91,357	431	78,180	520	123,203	454,702	1,433,864	235,651		
Texas.....	12,423	11,223	507,425	448	68,000	752	59,836	489,702	2,924,353	635,261		
Arkansas.....	8,561	7,061	257,837	450	14,000	1,186	15,987	139,956	1,938,360	332,814		
Missouri.....	13,047	9,259	293,157	450	14,000	2,738	307,827	93,600	5,843,585	596,924		
Tennessee.....	5,970	4,600	96,910	135	9,250	1,215	145,503	62,400	2,115,109	218,660		
Kentucky.....	7,428	5,256	96,910	1,038	47,400	1,134	103,544	434,382	2,870,637	247,854		
Ohio.....	11,845	6,995	142,462	281	8,410	4,569	651,611	110,760	7,584,083	803,483		
Indiana.....	7,540	4,806	77,233	45	4,500	2,734	277,045	3,032,132	4,138,312	354,278		
Illinois.....	11,312	5,862	112,974	1,788	47,895	5,405	669,480	6,045,913	7,768,974	726,954		
Michigan.....	10,392	5,723	121,932	1,788	47,895	5,405	669,480	377,079	5,219,525	437,307		
Wisconsin.....	8,325	6,240	106,835	281	7,223	1,804	173,862	70,249	3,637,943	286,920		

A.—Table of mail-service for the year ended June 30, 1872, &amp;c.—Continued.

States and Territories.	Annual transportation and cost.						Total annual trans- portation by celer- ity, certainty, and security.	Total annual trans- portation by steam- boat.	Total annual trans- portation by rail- road.	Total annual trans- portation.	Total annual cost.
	By steamboat.		By railroad.								
	Celerity, certainty, and security.										
Length of routes.	Miles.	Dollars.	Miles.	Dollars.	Miles.	Dollars.	Miles.	Miles.	Miles.	Dollars.	
Iowa.....	9,606	129,517	6,620	2,986	233,995	1,922,250	2,585,884	4,518,134	353,512		
Minnesota.....	6,977	5,266	104,837	1,711	115,561	1,229,490	1,499,425	2,728,915	230,398		
Nebraska.....	3,458	49,259	2,148	1,310	298,031	579,418	927,140	1,506,558	347,290		
Kansas.....	6,333	4,506	93,509	1,827	161,937	1,303,648	1,392,951	2,626,799	255,446		
Nevada.....	1,708	1,690	130,565	18	1,500	583,104	11,232	594,336	132,065		
California.....	9,621	6,649	432,281	1,491	258,547	2,225,728	290,544	3,692,950	753,828		
Oregon.....	2,309	2,077	54,864	232	31,000	320,186	126,360	446,546	85,864		
Washington Territory.....	3,117	1,400	105,643	1,717	45,041	310,440	80,296	390,736	150,684		
Idaho Territory.....	1,082	1,082	96,696			316,408		316,408	96,696		
Montana Territory.....	1,344	1,344	106,308			477,272		477,272	106,308		
Dakota Territory.....	1,262	1,262	92,328			253,572		253,572	92,328		
Wyoming Territory.....	1,108	1,108	9,666			33,696		33,696	9,666		
Utah Territory.....	2,733	2,697	358,823	36	1,925	1,363,134	22,776	1,405,910	360,648		
Colorado Territory.....	2,165	2,056	162,732	109	10,925	683,043	113,596	803,639	173,657		
New Mexico Territory.....	1,748	313,427				656,072		656,072	313,427		
Arizona Territory.....	1,332	1,332	65,459			210,808		210,808	65,459		
Total.....	251,396	174,627	5,289,628	18,860	779,865	37,911	6,502,771	48,184,137	4,308,436	114,984,322	
Railway post-office clerks.....										821,600	
Route agents.....										737,820	
Mail-route messengers.....										89,910	
Local agents.....										69,216	
Mail-messengers.....										456,922	
Baggage-masters in charge of registered packages.....										1,476	
Aggregate.....										14,779,208	

JOHN L. ROUNTT,  
Second Assistant Postmaster-General.

B.—Railroad-service as in operation on the 30th of June, 1872.

Number of route.	State and termini.	Corporate title of company carrying the mail.	Distance. Miles.	Total distance in each State. Miles.	Number of trips per week.	Annual pay. Dollars.	Annual pay in each State. Dollars.	Annual cost per mile on each route. Dollars.	Remarks.
<b>MAINE.</b>									
1	Augusta to Skowhegan.	Portland and Kennebec	39	.....	6	2,955 00	.....	75 00	{ Includes \$50 per annum for mail-messenger at Lisbon.
9	Danville Junction to Bangor.	Maine Central	110	.....	6	13,750 00	.....	125 00	
9a	Newport to Dexter.	do	14	.....	6	840 00	.....	60 00	
19	Farmington to Brunswick.	Androscoggin	66.50	.....	12	5,412 50	.....	75 00	{ 6 times a week for 5 months. 12 times a week for 7 months.
84	Calais to Princeton.	Lewy's Island	21	.....	6	2,100 00	.....	100 00	
114	Portland to Portsmouth.	Portland, Saco and Portsmouth	52	.....	18	9,137 50	.....	175 72	
115	{ Portland to Augusta Branch to Bath	Portland and Kennebec	73	.....	.....	8,275 00	.....	113 35	{ Includes \$50 per annum for mail-messenger at Lisbon.
116	Portland to Canada Line.	Grand Trunk	48	.....	12	17,700 00	.....	125 00	
117	Portland to Rochester.	Portland and Rochester	117	.....	6	.....	.....	100 00	
183	Mechanic's Falls to Canton.	Portland and Oxford Central	52	.....	6	2,888 77	.....	53 55	{ Includes \$50 per annum for mail-messenger service.
181	Bangor to New Brunswick Line.	European and North American	27.50	.....	6	1,246 57	.....	45 33	
188	Oldtown to Guilford.	Bangor and Piscataquis	118.25	.....	6	14,781 25	.....	125 00	
201	Belfast to Burnham Village.	Maine Central	48.10	.....	6	2,405 00	.....	50 00	Pay estimated.
202	Portland to North Conway.	Portland and Orono	34.19	.....	12	1,709 50	.....	50 00	
204	Bath to Rockland.	Knox and Lincoln	61.025	.....	12	3,697 50	.....	50 00	
214	Houlton to New Brunswick Line.	New Brunswick and Canada.	49	.....	6	2,450 00	.....	50 00	{ Includes \$50 per annum for mail-messenger service.
			3	938.165	.....	150 00	89,468 59	150 00	
					18	5,400 00	.....	100 00	
251	Concord to Nashua.	Concord	36	.....	12	9,300 00	.....	100 00	{ Includes \$50 per annum for mail-messenger service.
253	Concord to Wells River.	Boston, Concord and Montreal	56.75	.....	6	.....	.....	140 00	
	{ Concord to White River Junction Branch to Bristol	Northern	69	.....	12	11,160 00	.....	50 00	
254	Concord to Newport.	Concord and Claremont	13	.....	6	2,404 57	.....	57 69	{ Includes \$50 per annum for mail-messenger service.
255	Concord to Portsmouth.	Concord	41.68	.....	12	3,000 00	.....	50 00	
269	Manchester to North Ware.	do	20.50	.....	12	1,025 00	.....	50 00	
278	Nashua to Wilton.	Boston and Lowell and Nashua and Lowell	16	.....	12	900 00	.....	56 25	{ Includes \$50 per annum for mail-messenger service.
299	Contoosook Village to Hillsborough Bridge.	Contoosook River	15	.....	6	750 00	.....	50 00	
308	Dover to Alton Bay.	Boston and Maine.	23	.....	6	1,400 00	.....	50 00	

## B.—Railroad-service as in operation on the 30th of June, 1872—Continued.

Number of route.	State and termini.	Corporate title of company carrying the mail.	Distance.	Total distance in each State.	Number of trips per week.	Annual pay.	Annual pay in each State.	Annual cost per mile on each route.	Remarks.
			Miles.	Miles.		Dollars.	Dollars.	Dollars.	
<b>NEW HAMPSHIRE—Continued.</b>									
300	Brock's Crossing to Conway.....	Portsmouth, Great Falls and Conway.	6	58.83	12	3,241 50	.....	50 00	
331	Lancaster to Wells River.....	Boston, Concord and Montreal.....	43.10	.....	7	2,153 00	.....	50 00	
342	Hooksett to Fitzaidell.....	Suncook Valley.....	20	520.11	6	600 00	41,336 07	30 00	
<b>VERMONT.</b>									
412	Burlington to Rouse's Point.....	Vermont Central and Vermont and Canada.	32.50	.....	15	9,712 50	.....	175 00	
452	White River Junction to Derby Line.	Connecticut and Passumpsic River.	23	114.17	6	11,417 00	.....	175 00	
461	Windsor to Burlington.....	Vermont Central.	119	.....	15	20,825 00	.....	175 00	
475	Windsor to State Line; branch to Bennington.	Harlem Extension.....	59	.....	6	2,950 00	.....	50 00	
481	Bellows Falls to Windsor.....	Sullivan.....	25	.....	12	3,500 00	.....	140 00	
492	Bellows Falls to Burlington.....	Rutland and Burlington.....	52	.....	6	20,405 00	.....	100 00	
497	Brattleborough to Bellows Falls.	Vermont Valley.....	67.50	.....	18	3,360 00	.....	180 81	
503	Saint Albans to Canada Line.....	Vermont and Canada.	24	.....	12	1,700 00	.....	140 00	
520	Saint Albans to Richmond.....	Vermont Central and Vermont and Canada.	17	.....	6	1,433 00	.....	100 00	
521	West Concord to Hardwick.....	Portland and Ogdensburg.....	23.66	.....	6	2,135 00	.....	50 00	
			42.70	604.53		77,437 50			Includes \$3,000 per annum for mail-messenger service.
<b>MASSACHUSETTS.</b>									
601	Boston to Portsmouth.....	Eastern.....	56.50	.....	31	11,300 00	.....	200 00	
602	Boston to South Berwick Junction.	Boston and Maine.....	75	.....	12	11,400 00	.....	150 00	
603	Boston to Great Falls.....	Boston and Lowell and Nashua and Lowell.	3	.....	12	6,300 00	.....	50 00	
604	Boston to Fitchburg.....	Fitchburg.....	42	.....	21	2,000 00	.....	150 00	
605	Boston to Albany.....	Boston and Albany.....	52	.....	18	88,475 00	.....	153 84	
			45	.....	43	375 00	.....	375 00	
			56	.....	25	375 00	.....	375 00	
			102	.....	18	300 00	.....	300 00	

606	Boston to Woonsocket Falls.	do	4	35 68	25 12	1,984 00	50 00	Includes \$695 per annum for mail-messenger service.
607	Boston to Southbridge.	Boston, Hartford and Erie.	70	30	12	6,300 00	50 00	
608	Boston to Providence.	Boston and Providence.	44	70	25	2,800 00	200 00	
609	Boston to Plymouth.	Old Colony and Newport.	38	40	12	5,645 00	125 00	
610	Boston to Medford.	Boston and Maine.	5 50		6	275 00	50 00	Includes \$343 per annum for mail-messenger service.
615	Boston to Mattapan.	Old Colony and Newport.	8 50		12	768 00	50 00	
616	Boston to West Lynn Depot.	Eastern.	10		12	500 00	50 00	
617	Boston to Dedham.	Boston and Providence.	11		12	550 00	50 00	
618	Grafton Depot to Milbury.	Boston and Albany.	11		12	200 00	50 00	
619	Salem to Gloucester.	Eastern.	16		12	800 00	50 00	
620	Salem to Marblehead.	do	4		6	200 00	50 00	
621	Salem to Lawrence.	do	20		6	1,000 00	50 00	
622	Georgetown to Haverhill.	Boston and Maine.	6 50		6	325 00	50 00	
627	Lawrence to Manchester.	Manchester and Lawrence.	23		12	2,800 00	100 00	
629	Lowell to Lawrence.	Boston and Lowell and Nashua.	14		21	1,050 00	50 00	Includes \$353 per annum for mail-messenger service.
631	Winchester to Woburn.	do	3		12	150 00	50 00	
632	Porter's Station to Lexington.	Lexington and Arlington.	8		12	400 00	50 00	
635	North Acton Depot to Hudson.	Fitchburg.	9		12	500 00	50 00	
636	Ayer to Lowell.	Boston and Lowell and Nashua.	17		15	1,100 00	50 00	Includes \$50 per annum for mail-messenger service.
637	Ayer to Mason Village.	Fitchburg.	23		6	1,150 00	50 00	
638	Andoverdale Station to Newton Lower Falls.	Boston and Albany.	2		6	100 00	50 00	
639	Natick to Saxonville.	do	4		12	200 00	50 00	
640	South Framingham to Pratt's Junction.	Boston, Clinton and Fitchburg.	29		18	2,175 00	75 00	
641	South Framingham to Milford.	Boston and Albany.	12		18	900 00	50 00	Includes \$300 per annum for mail-messenger service.
650	Canter Depot to Stoughton.	Stoughton Branch.	4		12	250 00	50 00	
654	South Braintree Junction to New-port.	Old Colony and Newport.	61 75		12	7,105 00	100 00	Includes \$930 per annum for mail-messenger service.
655	South Abington to Bridgewater.	do	7 75		6	380 00	38 70	
656	Braintree Depot to Cohasset.	South Shore.	12		12	1,304 00	50 00	Includes \$704 per annum for mail-messenger service.
663	Middleborough to Hyannis.	Cape Cod.	47		12	6,500 00	117 00	
670	Yarmouthport to Wellfleet.	do	31		12	5,800 00	100 00	Includes \$1,000 per annum for mail-messenger service.
672	New Bedford to West Warcham.	New Bedford and Taunton.	16 25		12	812 50	50 00	
676	Taunton to Middleborough.	Middleborough and Taunton.	9 50		23	475 00	50 00	Includes \$462.50 per annum for mail-messenger service.
677	Taunton to Mansfield Junction.	Taunton Branch.	12		12	1,500 00	100 00	
678	Taunton to New Bedford.	New Bedford and Taunton.	20 50		25	2,000 00	75 00	
683	Worcester to Nashua.	Worcester and Nashua.	46 25		18	4,625 00	100 00	

*U.—Railroad-service as in operation on the 30th of June, 1872—Continued.*

Number of route	State and termini.	Corporate title of company carrying the mail.	Distance.	Total distance in each State.	Number of trips per week.	Annual pay.	Annual pay in each State.	Annual cost per mile on each route.	Remarks.
	<b>MASSACHUSETTS—Continued.</b>		<b>Miles.</b>	<b>Miles.</b>		<b>Dollars.</b>	<b>Dollars.</b>	<b>Dollars.</b>	
658	Stirling Junction to Fitchburgh	Boston, Clinton and Fitchburgh	14	.....	18	1,050 00	.....	75 00	
659	Fitchburgh to Bellows Falls	Cheshire and Ashuelot	64	.....	18	7,500 00	.....	117 18	
690	Fitchburgh to Brattleborough Vt., and Miller's Falls to Hoosac Tunnel; branch to Turner's Falls.	Vermont and Massachusetts	113	.....	6	11,300 00	.....	100 00	
696	Palmer to Miller's Falls.	New London Northern	35	.....	12	2,625 00	.....	75 00	
702	Springfield to South Vernon Junction.	Connecticut River	50	.....	15	6,550 00	.....	435 00	Includes \$300 per annum for sale supply of Chicopee Falls.
703	South Vernon Junction to Keene	Cheshire and Ashuelot	24	.....	6	1,900 00	.....	50 00	
721	Pittsfield to North Adams	Pittsfield and North Adams	21	.....	12	1,375 00	.....	60 00	
727	Gloucester to Pigeon Cove	Eastern	5	.....	12	450 00	.....	50 00	Includes \$315 per annum for mail-messenger service.
728	Wakefield to Newburyport	Boston and Maine	30 50	.....	6	1,525 00	.....	50 00	Includes \$125 per annum for mail-messenger service.
731	South Braintree Junction to Fall River.	Old Colony and Newport	34	.....	6	1,700 00	.....	50 00	
732	East Salisbury to Amesbury	Eastern	4	.....	12	950 00	.....	62 50	
733	Palmer to Gilbertville	New London Northern	15 75	.....	6	775 00	.....	50 00	
735	Mansfield to South Framingham	Boston, Clinton and Fitchburgh	22	.....	6	1,100 00	.....	50 00	
738	Winchendon to Peterborough	Meadbrook	16	.....	6	800 00	.....	50 00	
741	Palmer to Athol Depot	Athol and Enfield	35 75	.....	6	1,757 00	.....	50 00	
742	South Framingham to Lowell	Framingham and Lowell	29	.....	6	1,450 00	.....	50 00	
743	Worcester to Gardner	Boston, Barre and Gardner	27	.....	6	1,350 00	.....	50 00	
746	Holyoke to Westfield	New Haven and Northampton	10 53	.....	12	526 50	.....	50 00	
748	Milford to Bellingham	Providence and Worcester	5	1,682 71	12	250 00	217,842 00	50 00	
	<b>RHODE ISLAND.</b>								
801	Providence to Worcester	Providence and Worcester	44	.....	24	4,800 00	.....	75 00	Includes \$1,500 per annum for mail-messenger service.
802	Providence to New London	New York, Providence and Boston.	63 75	.....	22	7,068 75	.....	125 00	
803	Providence to Bristol	Providence, Warren and Bristol	15 50	.....	12	555 00	.....	55 16	

No.	Office	7	12	13, 25	13, 973 75	50 00	Includes \$546 per annum for route-agent.
821	Warren to Fall River.....			130.25			
CONNECTICUT.							
925	Norwich to Worcester.....	60	12		350 00	50 00	
926	New London to Palmer.....	30	12		5, 046 00	75 00	
932	Middletown to Berlin Depot.....	35	12		5, 625 00	100 00	
	Hartford and New Haven.....	10	18		1, 000 00	75 00	
936	New Haven to New London.....	50	23		7, 567 00	130 00	
937	New Haven to Springfield.....	63 56	31		20, 745 83	325 00	
938	New Haven to Williamsburgh.....	83	12		75 00	75 00	
	Branch to New Hartford.....	16	18		28, 625 00	375 00	
939	New Haven to New York.....	76½	31				
942	Bridgeport to Winsted.....	62	12		5, 701 25	85 00	
	Branch to Watertown.....	5.75	12			75 00	
943	Bridgeport to State Line.....	121	12		9, 630 00	80 00	
	Branch to Pittsfield.....		12			85 11	
945	South Norwalk to Danbury.....	23.50	12		2, 120 00	30 00	
955	Branch to Ridgefield.....	4	12		12, 250 00	100 00	
972	Waterbury to Providence.....	124.50	12		12, 500 00	50 00	
	Vernon Depot to Rockville.....	4.625	12				
975	New Haven to Middletown.....	24	6		1, 200 00	50 00	
976	Hartford to New Saybrook.....	43.16	6		2, 158 00	50 00	
977	New Haven to Ansonia.....	13.50	12		675 00	50 00	
980	Hartford to Millerton.....	68	6		3, 400 00	50 00	
NEW YORK.							
1001	New York to Middletown.....	67	34.50			300 00	
	Middletown to Hornellsville.....	265	20.50		138, 000 00		
	Hornellsville to Salamanca.....	82	19				
1002	Salamanca to Dunkirk.....	46	13			350 00	
1003	New York to Troy.....	150	25		52, 500 00	100 00	
1004	New York to Chatham Village.....	130.50	6		13, 050 00	110 55	
1005	New York to Manlius.....	13	12		2, 400 00	110 55	
	Stapleton to Tott-ville.....	8.75	6			55 71	
1006	New York to Greenport.....	21	12		1, 800 00	100 00	
	Long Island.....	67.50	12		12, 050 00	100 00	
1007	Mincola to Locust Valley.....	33	6		862 50	50 00	
1008	Hicksville to Northport.....	12.25	12		1, 250 00	50 00	
	do.....	16.50	12				
NEW YORK.							
1001	New York to Middletown.....	67	34.50			300 00	
	Middletown to Hornellsville.....	265	20.50		138, 000 00		
	Hornellsville to Salamanca.....	82	19				
1002	Salamanca to Dunkirk.....	46	13			350 00	
1003	New York to Troy.....	150	25		52, 500 00	100 00	
1004	New York to Chatham Village.....	130.50	6		13, 050 00	110 55	
1005	New York to Manlius.....	13	12		2, 400 00	110 55	
1006	Stapleton to Tott-ville.....	8.75	6			55 71	
1007	New York to Greenport.....	21	12		1, 800 00	100 00	
	Long Island.....	67.50	12		12, 050 00	100 00	
1008	Mincola to Locust Valley.....	33	6		862 50	50 00	
	Hicksville to Northport.....	12.25	12		1, 250 00	50 00	

Includes \$2,000 per annum for mail-messenger service at New York.  
Includes \$250 per annum for side-service.  
Includes \$425 per annum for side-service.



## REPORT OF THE POSTMASTER-GENERAL.

B.—Railroad-service as in operation on the 30th of June, 1872—Continued.

Number of route.	State and termini.	Corporate title of company carrying the mail.	Distance. Miles.	Total distance in each State.	Number of trips per week.	Annual pay Dollars.	Annual pay in each State. Dollars.	Annual cost per mile on each route. Dollars.	Remarks.
<b>New York—Continued.</b>									
1009	Suffern to Piermont	Erie	18		6	900 00		50 00	
1010	Newburgh to Chester Branch Vail's Gate to junction with main stem	do	{ 19 75 12 75 }		{ 6 6 }	1,625 00		{ 50 00 50 00 }	
1011	Hudson to West Stockbridge	Hudson and Boston	35		12	1,750 00		50 00	
1012	Albany to Albany Junction	Rensselaer and Saratoga	{ 9 12 }		{ 12 12 }	1,029 00		{ 85 73 85 73 }	
1013	Delaware and Hudson Canal		142		12	14,200 00		100 00	
1014	Central Bridge to Schoharie	Schoharie Valley	5		18	400 00		80 00	
1015	Schenectady to Ballston	Rensselaer and Saratoga	16		12	800 00		50 00	
1016	Troy to Schenectady	New York Central	22		12	1,650 00		75 00	
1017	Troy to North Adams	Troy and Boston	{ 50 6 }		{ 12 6 }	6,937 50		{ 125 00 125 00 }	
1018	Branch to State Line	Rensselaer and Saratoga	32 81		12	4,921 50		150 00	
1019	Eagle Bridge to Rutland	do	62 50		12	9,375 00		150 00	
1020	Saratoga Springs to Castleton	do	54		12	8,100 00		150 00	
1021	Plattsburgh to Canada Line.	Montreal and Plattsburgh	23		12	1,725 00		75 00	
1022	Rouse's Point to Ogdensburgh	Ogdensburgh and Lake Champlain	119		12	10,710 00		90 00	
1023	Rouse's Point to Canada Line	Champlain and Saint Lawrence	2 25		6	262 50		116 65	
1024	Watertown to Cape Vincent	Rome, Watertown and Ogdensburgh.	26		12	1,300 00		50 00	
1025	Utica to Carthage	Utica and Black River	{ 35 6 }		{ 12 6 }	5,050 84		{ 67 80 67 80 }	
1026	Rome to Ogdensburgh	Rome, Watertown and Ogdensburgh.	{ 72 70 }		{ 24 12 }	19,205 00		{ 115 00 115 00 }	
1027	Syracuse to Rochester	New York Central	25		6	10,400 00		100 00	
1028	Syracuse to Binghamton	Syracuse, Binghamton and New York	104		21	7,200 00		90 00	
1029	Syracuse to Oswego	Oswego and Syracuse	35 50		12	2,662 50		75 00	
1030	Canandigua to Niagara Falls	New York Central	97		12	4,850 00		50 00	
1031	Canandigua to Elburgh	Northern Central	68 50		12	5,137 50		75 00	
1032	Rochester to Avon	Erie	18		6	1,350 00		75 00	
1033	Avon to Danville	do	30 75		12	1,824 00		59 37	
1034	Suspension Bridge to Detroit	Great Western Railroad Company of Canada.	229		25	11,450 00		50 00	12 times a week 8 months; 6 times a week 4 months. Includes side-service.

1035	{ Buffalo to Attica .....	{ Erie .....	{ 311 .....	{ 24 .....	{ 17,300 00 .....	{ 200 00 .....
1036	Attica to Corning .....	New York Central .....	111 .....	12 .....	1,100 00 .....	50 00 .....
1037	Buffalo to Lockport .....	do .....	29 .....	6 .....	2,175 00 .....	75 00 .....
1038	Attica to Hornellsville .....	Erie .....	60 .....	12 .....	12,000 00 .....	200 00 .....
1039	Buffalo to Erie .....	Lake Shore and Michigan South-ern .....	89 .....	31 .....	33,375 00 .....	375 00 .....
1040	Owego to Attica .....	Delaware, Lackawanna and West-ern .....	35 .....	12 .....	3,000 00 .....	85 71 .....
1041	Chesterville to Warwick .....	Warwick Valley .....	11 .....	12 .....	550 00 .....	50 00 .....
1042	Owego to Richland .....	Rome, Watertown and Ogdens-burgh .....	28.50 .....	12 .....	1,643 00 .....	50 00 .....
1043	Brocton to Corry .....	Buffalo, Corry and Pittsburgh .....	45.30 .....	6 .....	2,865 00 .....	50 00 .....
1044	New York to Patchogue .....	South Side .....	55 .....	12 .....	3,400 00 .....	50 00 .....
1045	Goshen to Montgomery .....	Erie .....	10.25 .....	9 .....	400 00 .....	39 02 .....
1046	Skaneateles Junction to Skaneate-les .....	Skaneateles .....	5.50 .....	18 .....	350 00 .....	63 63 .....
1079	Albany to Buffalo .....	New York Central .....	298 .....	25 .....	80,400 00 .....	300 00 .....
1181	Watertown to Carthage .....	Carthage, Watertown and Sack-ett's Harbor .....	18.22 .....	12 .....	911 00 .....	50 00 .....
1228	Utica to North Norwich .....	Delaware, Lackawanna and West-ern .....	48.50 .....	6 .....	2,425 00 .....	50 00 .....
1282	Rochester to Niagara Falls .....	New York Central .....	76 .....	12 .....	19,000 00 .....	250 00 .....
1338	Fredonia to Dunkirk Station .....	Dunkirk and Fredonia .....	3.50 .....	18 .....	400 00 .....	114 28 .....
1405	Chenango Forks to Norwich .....	Delaware, Lackawanna and West-ern .....	30.69 .....	6 .....	1,534 50 .....	50 00 .....
1451	Middletown to Unionville .....	Middletown, Unionville and Wa-ter Gap .....	14 .....	6 .....	500 00 .....	35 71 .....
1454	Utica to Smith's Valley Station .....	Utica, Clinton and Binghamton .....	31.40 .....	6 .....	1,570 00 .....	50 00 .....
1509	Buffalo to Machias .....	Buffalo and Washington .....	43.96 .....	6 .....	2,158 00 .....	50 00 .....
1510	Scholharie to Middleburgh .....	Middleburgh and Scholharie Val-ley .....	5.50 .....	12 .....	395 00 .....	50 00 .....
1518	Plattsburgh to An Sable Forks .....	Whitehall and Plattsburgh .....	23 .....	6 .....	1,000 00 .....	43 47 .....
1524	Chatham Village to Bennington .....	Harlem Extension .....	57.80 .....	6 .....	2,890 00 .....	50 00 .....
1525	Cooperstown to Cooperstown Junc-tion .....	Cooperstown and Susquehanna Valley .....	16 .....	12 .....	1,000 00 .....	62 50 .....
1540	Oswego to Walton .....	New York and Oswego Midland .....	148.98 .....	12 .....	7,449 00 .....	50 00 .....
1541	{ Newburgh to Millerton .....	{ Dutchess and Columbia .....	{ 56.50 .....	{ 6 .....	{ 3,050 00 .....	{ 50 00 .....
1542	{ Branch to Sullivan Lake .....	{ Southern Central .....	{ 4.50 .....	{ 6 .....	{ 6,600 43 .....	{ 50 00 .....
1543	Montgomery to Rosendale .....	Walkill Valley .....	25 .....	6 .....	750 00 .....	30 00 .....
1544	Cobleskill to Cherry Valley .....	Delaware and Hudson Canal .....	22.47 .....	12 .....	1,123 50 .....	50 00 .....
1545	Cassville Junction to Richfield Springs .....	Delaware, Lackawanna and West-ern .....	21 .....	6 .....	1,050 00 .....	50 00 .....
1546	Sidney Plains to New Berlin .....	New York and Oswego Midland .....	34.84 .....	6 .....	1,242 00 .....	50 00 .....
1560	Johnsonville to Greenwich .....	Greenwich and Johnsonville .....	14 .....	12 .....	600 00 .....	42 85 .....
1561	Fonda to Gloversville .....	Fonda, Johnson and Gloversville .....	10 .....	12 .....	700 00 .....	70 00 .....

## B.—Railroad-service as in operation on the 30th of June, 1872—Continued.

Number of route.	State and termini.	Corporate title of company carrying the mail.	Distance.	Total distance in each State.	Number of trips per week.	Annual pay.	Annual pay in each State.	Annual cost per mile on each route.	Remarks.
			<i>Miles.</i>	<i>Miles.</i>		<i>Dollars.</i>	<i>Dollars.</i>	<i>Dollars.</i>	
<b>NEW YORK—Continued.</b>									
1562	Canastota to Canastota	Canastota and Canastota	15		12	750 00		50 00	
1563	Poughkeepsie to Stissing	Poughkeepsie and Eastern	21.65		6	1,082 50		50 00	
1564	Port Jervis to Monticello	Monticello and Port Jervis	24		6	1,200 00		50 00	
1565	Middletown to Ellenville	New York and Oswego Midland	22.75		6			50 00	{ Includes side-service.
	Branch to Liberty Falls		25.75		6	2,575 00		50 00	
1566	Utica to Cortland	Utica and Cortland	22		12	1,100 00		50 00	{ Includes side-service.
1567	Goshen to Cortland Village	Goshen and Deekertown	11		6	250 00		50 00	
1568	Northwich to Cortland Village	New York and Oswego Midland	49.21		6	2,460 50		50 00	{ Includes side-service.
1569	Buffalo to Suspension Bridge	Erie	25.94		12	1,297 00		50 00	
1570	Rondout to Morrisville	Rondout and Oswego	64.90		12	3,245 00		50 00	{ Includes side-service.
1571	Syracuse to Lacona	Syracuse Northern	44.92		12	2,246 00		50 00	
1572	Utica to State Line	Utica and Athens	34.60		6	1,730 00		50 00	{ Includes side-service.
1573	Dunkirk to Warren	Dunkirk, Warren and Pittsburgh	55.80		6	2,790 00		50 00	
1580	Syracuse to Canastota	Syracuse and Chenango Valley	50.95		12	1,047 50		50 00	{ Includes side-service.
1581	Port Henry to Leicester Junction	Vermont Central and Vermont and Canada	31.50		6	1,575 00		50 00	
1585	Clinton to Rome	New York and Oswego Midland	13.75		12	687 50		50 00	{ Includes side-service.
1586	Walton to Delhi	do	16		12	800 00		50 00	
1587	East Gainesville to Perry	Rochester and Pine Creek	6.55	4,631.77	12	387 50	605,799.77	50 00	
<b>NEW JERSEY.</b>									
1602	New York to Nyack	Northern Railroad Company of New Jersey	30		6	1,865 00		62 16	{ Includes side-service.
1603	New York to New Bridge	Hackensack and New York	16.50		12	825 00		50 00	
1604	New York to Easton	Morris and Essex	63		12	7,520 00		100 00	{ Includes side-service.
1605	New York to Harrisburgh	Central Railroad Company of New Jersey	24.40		6	36,600 00		50 00	
1606	New York to New Brunswick	New Jersey Railroad and Transportation Company	183		18			320 00	
			36		25	13,500 00		375 00	
1608	Port Monmouth to Ateco	Raritan and Delaware Bay	74.10		6			50 00	{ Includes side-service.
	Eatontown to Branch Shore		5		6	5,177 50		50 00	
	Manchester to Tom's River		7.25		6			50 00	
1613	Whiting to Pemberton	Newark and Bloomfield	17.20		6			50 00	
	Newark to Mount Clair		5.67		12	275 00		48 00	

1616	Summit to Bernardville.....	New Jersey West Line	14.60	6	730 00	50 00	Includes \$100 per annum for mail-messenger service.
1628	{ Waterloo to Newton.....	{ Sussex.....	{ 12	{ 1,200 00	{ 75 00		
1634	{ Branch to Franklin Furnace.....	{ Belvidere Delaware.....	{ 6	{ 606 50	{ 25 00		
1661	{ Trenton to Belvidere.....	{ do.....	{ 12	{ 5,132 50	{ 75 00		
1686	{ New Brunswick to Philadelphia.....	{ Philadelphia and Trenton.....	{ 25	{ 20,250 00	{ 375 00		
1670	{ Jamesburg to Freehold.....	{ Freehold, Jamesburgh and Agri- cultural.....	{ 6	{ 860 00	{ 66 37		
1691	Mount Holly to Medford.....	Mount Holly, Lumberton and Medford.....	6.50	6	325 00	50 00	Includes \$400 per annum for mail-messenger service.
1692	{ Philadelphia to South Amboy.....	{ Camden and Amboy.....	{ 12	{ 7,462 00	{ 103 64		
1693	{ Philadelphia to Hightstown.....	{ Branch to Trenton.....	{ 12	{ 103 64	{ 103 64		
1694	{ Branch, Mount Holly to Burling- ton.....	{ Camden and Burlington County and Pemberton and Hightstown West Jersey.....	{ 25 7 38.40	{ 4,000 00 4,440 00	{ 75 00 50 00 100 00		
1698	Camden to Atlantic City.....	Camden and Atlantic	60	3,000 00	50 00	Includes \$600 per annum for mail-messenger service at Philadelphia. { 13 times a week for 8 months. { 6 times a week for 4 months.	
1702	Glassborough to Millville.....	West Jersey.....	22	2,200 00	100 00		
1703	Elmer to Salem.....	Salem.....	6	1,000 00	60 24		
1709	Millville to Cape May.....	West Jersey.....	41	3,075 00	75 00		
1721	Somerville to Flemington.....	Central Railroad Company of New Jersey.....	16.06	690 00	43 00		
1725	Rocky Hill to Monmouth Junction.....	Rocky Hill.....	8	400 00	50 00		
1739	New Bridge to Nanuet Junction.....	Erie.....	13.25	662 50	50 00	Includes \$150 per annum for side-service.	
1740	Dover to Chester.....	Morris and Essex.....	10	500 00	50 00		
1741	La Fayette Junction to Branchville.....	Sussex.....	6.24	450 00	72 00		
1743	New York to Denville.....	Delaware, Lackawanna and West- ern.....	35.93	1,796 50	50 00		
1745	Greensburgh Station to Pennington.....	Belvidere Delaware.....	5.60	280 00	50 00		
1746	Asaton to Greenwich.....	Vineland.....	44.25	2,212 50	50 00		
1747	Newark to Paterson.....	Erie.....	13.12	656 00	50 00	PENNSYLVANIA.	
1748	Whiting to Tuckerton.....	Tuckerton.....	29.56	1,478 00	50 00		
			1,145.34	129,189 00			
1811	Philadelphia to Pottsville.....	Pennsylvania.....	354	132,750 00	375 00		
1802	Philadelphia to Pottsville.....	Philadelphia and Reading.....	93	9,300 00	100 00		
1803	Philadelphia to West Chester.....	West Chester and Philadelphia.....	27.50	2,062 50	75 00		
1804	Philadelphia to Bethlehem; branch to Doylestown.....	North Pennsylvania.....	10	4,800 00	75 00		
1805	Philadelphia to Norristown.....	Philadelphia and Reading, (dessees) Philadelphia and Darby.....	17	680 00	40 00		
1806	Philadelphia to Darby.....	Philadelphia and Reading, (dessees) Bridgeport to Downingtown.....	8	500 00	62 50		
1807	Bridgeport to Downingtown.....	Philadelphia and Reading, (dessees) Chester to Port Deposit.....	21.50	537 50	25 00		
1808	Honesdale to Lackawaxen.....	Philadelphia and Baltimore Central Erie.....	18	4,443 75	75 00		
1809	Honesdale to Lackawaxen.....	Lehigh Valley.....	25	1,875 00	75 00		
1810	Allentown to Waverly.....	do.....	12	14,175 00	75 00		
1811	Penn Haven to Mount Carmel.....	do.....	49.70	1,242 50	25 00		

Includes \$100 per annum for mail-messenger service.

Includes \$400 per annum for mail-messenger service.

Includes \$600 per annum for mail-messenger service at Philadelphia.

{ 13 times a week for 8 months.

{ 6 times a week for 4 months.

Includes \$150 per annum for side-service.

B.—Railroad-service as in operation on the 30th of June, 1872—Continued.

Number of route.	State and termini.	Corporate title of company carrying the mail.	Distance. Miles.	Total distance in each State. Miles.	Number of trips per week.	Annual pay. Dollars.	Annual pay in each State. Dollars.	Annual cost per mile on each route. Dollars.	Remarks.
PENNSYLVANIA—Continued.									
1812	Penn Haven to Audenried; branch to Treckow.	Lehigh Valley	17.50		6	325 00		30 00	
1813	Pottsville to Tamaqua.	Philadelphia and Reading	17.50		6	875 00		50 00	
1814	Port Clinton to Williamsport.	Catawissa	131.53		12	9,114 75		75 00	
1815	Tamaqua to Shamokin.	Philadelphia and Reading, (lessees)	43		6	1,680 00		40 00	
1816	Hazleton to Junction and branches.	Lehigh Valley, (lessees)	10.583		6	433 33		40 00	
1817	Scranton to Northumberland.	Lackawanna and Bloomsburg	80.10		12	6,007 50		75 00	
1818	Scranton to Carbondale.	Delaware and Hudson Canal and Railroad.	17		12	850 00		50 00	
1819	Binghamton to New Hampton.	Delaware, Lackawanna and West- ern.	144.40		6	10,830 00		75 00	
1820	{ Blossburg to Corning Branch to Fall Brook Branch to Morris Run Branch to Arnot.	Tioga	{ 40 7 4 4		{ 12 12 6 6	{ 3,925 00		{ 75 00 75 00 50 00 50 00	
1821	Williamsport to Elmira.	Northern Central	74		12	7,800 00		100 00	
1822	Sunbury to Erie.	Pennsylvania, (lessees).	248		18	24,600 00		150 00	
1823	Sunbury to Mount Carmel.	Northern Central	40		18	1,400 00		50 00	
1824	Alton to Carrollton.	Erie, (lessees)	28		6	1,000 00		40 00	
1825	Shaff's Bridge to Somerset.	Somerset and Mineral Point	25		6	450 00		50 00	
1826	Irvine to Corry.	Oil Creek and Allegheny River	9		6	5,840 00		75 00	Pay estimated.
1827	Straaburg to Leaman Place.	Herr and Company	44.40		12	950 00		50 00	
1828	Lancaster to Middletown.	Pennsylvania	31.30		6	2,347 50		75 00	
1829	{ Harrisburgh to Auburn Branch to Tremont.	Schuylkill and Susquehanna	{ 37 7		{ 12 12	{ 1,980 00		{ 30 00 30 00	
1830	Harrisburgh to Hagerstown.	Cumberland Valley	53		12	6,300 00		100 00	
1831	{ Columbia to Sinking Springs Branch to Lancaster.	Reading and Columbia	{ 38.49 8		{ 6 6	{ 1,424 70		{ 30 00 30 00	
1832	York to Columbia.	Northern Central	14		6	700 00		50 00	
1833	Hanover Junction to Littlestown.	Hanover Branch	20.40		12	1,080 00		50 00	
1834	Hanover to Gettysburgh.	Gettysburgh	17.50		12	875 00		50 00	
1835	Sunbury to Hazleton.	Danville, Hazleton and Wilkesbarre.	54.20		6	2,710 00		50 00	Pay estimated.

Includes \$377 per annum for  
mail-messenger service.

1836	Huntington to Bedford.....	Huntington and Broad Top.....	57.32	6	2,866 00	50 00
1837	Branch to Mount Dallas.....	Pennsylvania, (lessees).....	40.73	6	2,038 50	50 00
1838	Altoona to Martinsburg.....	do do do.....	31.27	6	1,563 50	50 00
1839	Branch to Newry.....	do do do.....	10.77	6	565 00	50 00
1840	Cresson to Lockhaven.....	do do do.....	57.60	6	2,880 00	50 00
1841	Tyrone to Leckhaven.....	do do do.....	63.70	6	3,185 00	50 00
1842	Blairsville to Allegheny.....	do do do.....	32	6	1,977 00	50 00
1843	Washington to Wheeling.....	Hempfield.....	132.35	12	9,953 25	75 00
1844	Pittsburgh to Oil City.....	Allegheny Valley.....	36.29	6	950 00	50 00
1845	Branch Junction to Indiana.....	Pennsylvania.....	15	6	2,721 75	75 00
1846	Meadville to Oil City.....	Atlantic and Great Western.....	45	6	2,250 00	50 00
1847	Lewistown Junction to Sunbury.....	Pennsylvania (lessees).....	15	15	1,125 00	75 00
1848	Newcastle to Homewood.....	Pittsburgh, Fort Wayne and Chi- cago, (lessees).....	83	12	6,225 00	75 00
1849	Miles Grove to Newcastle.....	Erie and Pittsburgh.....	51.93	6	2,596 50	50 00
1850	Jamestown to Oil City.....	Lake Shore, (lessees).....	15	6	750 00	50 00
1851	Bethlehem to Chapman Quarries.....	Lehigh and Lackawanna.....	18	6	600 00	33.33
1852	Downingtown to Honey Brook.....	East Brandywine and Waynesb'gh.....	9	6	250 00	27.77
1853	West Chester to Intertown.....	West Chester.....	21	6	900 00	42.84
1854	Shamokin to Herndon.....	Philadelphia and Reading, (lessees).....	12.40	6	620 00	50 00
1855	Junction to Milroy.....	Pennsylvania.....	5	12	400 00	50 00
1856	Pottsville to Frackville.....	Philadelphia and Reading.....	3	6	940 00	50 00
1857	Greenville to Irishtown.....	Shenango and Allegheny.....	23.50	6	462 75	25 00
1858	Carlisle to Mountain Creek.....	South Mountain Iron Company.....	18.50	6	1,070 00	50 00
1859	Freeport to Butler.....	Pennsylvania.....	21.40	6	2,544 00	40 00
1860	Wilmington to Birdsbrough.....	Wilmington and Reading.....	63.60	6	2,544 00	60 00
1861	Manfield Valley to Washington.....	Pittsburgh, Cincinnati and Saint Louis.....	22.80	6	1,368 00	40 00
1862	Junction to Schwenck's Store.....	Philadelphia and Reading.....	11	6	440 00	40 00
1863	Pottstown to Colebrookdale.....	do do do.....	13.75	6	550 00	40 00
1864	Oilopolis to Pithole City.....	Pithole Valley.....	7	6	210 00	30 00
1865	Lebanon to Pine Grove.....	Philadelphia and Reading.....	24	6	960 00	40 00
1866	Towanda to Bernice.....	Sullivan and Erie Coal and Rail- road Company.....	28.25	6	1,130 00	40 00
1867	Schuykill Haven to Glen Carbon.....	Philadelphia and Reading.....	13	6	520 00	40 00
1868	Pittsburgh to Cumberland.....	Pittsburgh and Connellsville.....	147.80	12	8,440 00	50 00
1869	Branch to Mount Pleasant.....	do do do.....	9	12	500 00	50 00
1870	Branch to Uniontown.....	do do do.....	12	12	500 00	50 00
1871	Carbondale to Susquehanna Depot.....	Erie.....	38.25	6	1,912 50	50 00
1872	Union City to Centreville.....	Union and Titusville.....	10.65	6	496 00	40 00
1873	Lewistown to Mifflinburg.....	Lewistown Centre and Spruce Creek.....	9.20	6	368 00	40 00
1874	Lawrenceville to Wellsborough.....	Wellsborough and Lawrenceville.....	23.50	6	1,175 00	50 00
1875			3,592.78			332,224.78

## B.—Railroad-service as in operation on the 30th of June, 1872—Continued.

Number.	State and termini.	Corporate title of company carrying the mail.	Distance.	Total distance in each State.	Number of trips per week.	Annual pay.	Annual pay in each State.	Annual cost per mile on each route.	Remarks.
			Miles.	Miles.		Dollars.	Dollars.	Dollars.	
DELAWARE.									
2801	Wilmington to Delmar	{ Philadelphia, Wilmington and Baltimore	{ 50.02 46.32	.....	18 } 12 }	10,021.25	.....	{ 125 00 62 50	{ Includes \$1,400 per annum for mail-messenger service at Philadelphia and Wilmington.
2802	Harrington to Lewes	Junction and Breakwater	38.83	.....	6	1,941.50	.....	50 00	
2803	Clayton to Easton	Maryland and Delaware	44	.....	6	2,200 00	.....	50 00	
2804	Delmar to Crisfield	Eastern Shore	38.01	.....	12	2,375.63	.....	62 50	
				217.78			17,138.38		
MARYLAND.									
2901	{ Baltimore to Philadelphia } { Branch to Port Deposit }	{ Philadelphia, Wilmington and Baltimore	{ 28 72 4	.....	31 } 25 }	37,700 00	.....	{ 375 00 375 00 50 00	Pay estimated.
2902	Baltimore to Sunbury	Northern Central	84.80	.....	25 }	25,345 00	.....	200 00	
2903	Baltimore to Washington	Baltimore and Ohio	55.90	.....	14 }	15,000 00	.....	150 00	
2904	Baltimore to Wheeling	do	40	.....	26 }	93,900 00	.....	375 00	
2905	Cumberland to Piedmont	Cumberland and Pennsylvania	179	.....	19 }	1,700 00	.....	247 10	
2906	Araby to Frederick	Baltimore and Ohio	34	.....	6	300 00	.....	50 00	
2907	Lake Roland to Sablissville	Western Maryland	3	.....	6	3,130 00	.....	100 00	
2908	Annapolis to Junction	Annapolis and Elk Ridge	62.60	.....	13	2,000 00	.....	50 00	
2909	Salisbury to Berlin	Wicomico and Pocomoke	23	.....	6	1,150.00	.....	50 00	
2910	Weyerton to Hagerstown	Baltimore and Ohio, (lessees)	24.25	.....	12	1,818.75	.....	75 00	
2911	Cambridge to Seaford	Dorchester and Delaware	33.50	.....	6	1,675 00	.....	50 00	
2913	Townsend to Centreville	Queen Anne and Kent	36	.....	6	1,800 00	.....	50 00	
				901.05			185,518.75		
WEST VIRGINIA.									
4101	Harper's Ferry to Strasburg	Baltimore and Ohio	51.625	.....	6	2,581.25	.....	100 00	
4102	Grafton to Parkersburg	do	104	.....	6	11,440 00	.....	100 00	
4189	Laurel Junction to Volcano	Laurel Fork and Sand Hill	8	.....	6	240 00	.....	30 00	
4283	Huntington to Coalburgh	Chesapeake and Ohio	69.63	.....	6	3,481.50	.....	50 00	
				223.51			17,742.75		

Includes \$1.50 per annum for  
mail-messenger service.

1401	Game Point to Richmond.....	Richmond, Fredericksburgh and Potomac.....	75.50	13	15,100 00	220 00
4402	Washington, D. C., to Alexandria, Va.....	Washington, Georgetown and Alexandria.....	7	14	2,000 00	585 71
4403	{ Alexandria to Lynchburgh..... }	Orange, Alexandria and Manassas.....	{ 171 }	{ 14 }	38,925 00	{ 225 00 }
4404	{ Branch to Warrenton..... }	Washington and Ohio.....	{ 9 }	{ 6 }	2,250 00	{ 50 00 }
4405	{ Alexandria to Hamilton..... }	Orange, Alexandria and Manassas.....	{ 45 }	{ 6 }	6,660 00	{ 60 00 }
4406	{ Manassas to Harrisonburgh..... }	Chesapeake and Ohio.....	{ 227.50 }	{ 14 }	92,750 00	{ 100 00 }
4407	{ Richmond to White Sulphur Springs..... }	Richmond and Danville.....	{ 190.50 }	{ 14 }	23,812 50	{ 125 00 }
4408	{ Richmond to Greensborough, N. C..... }	Richmond and York River.....	{ 40 }	{ 6 }	1,000 00	{ 25 00 }
4409	{ Richmond to West Point..... }	Richmond and Petersburg.....	{ 24.50 }	{ 14 }	4,437 50	{ 175 00 }
4410	{ Richmond to Petersburg..... }	Petersburgh.....	{ 65 }	{ 14 }	11,375 00	{ 175 00 }
4411	{ Petersburg to Weldon, N. C..... }	Atlantic, Mississippi and Ohio.....	{ 12 }	{ 6 }	50 00	{ 50 00 }
4412	{ Petersburg to City Point..... }	do.....	{ 81.50 }	{ 6 }	4,075 00	{ 50 00 }
4413	{ Petersburg to Norfolk..... }	do.....	{ 123 }	{ 6 }	6,150 00	{ 50 00 }
4414	{ Petersburg to Lynchburgh..... }	do.....	{ 205 }	{ 14 }	46,125 00	{ 225 00 }
4415	{ Portsmouth to Bristol..... }	Seaboard and Roanoke.....	{ 80 }	{ 6 }	6,000 00	{ 75 00 }
4701	{ Glade Spring to Saltville..... }	Atlantic, Mississippi and Ohio.....	{ 9.50 }	{ 6 }	285 00	{ 30 00 }
			1,476.50		191,545 00	
NORTH CAROLINA.						
5001	Raleigh to Weldon.....	Raleigh and Gaston.....	97	7	7,275 00	75 00
5002	{ Weldon to Wilmington..... }	Wilmington and Weldon.....	{ 162.25 }	{ 14 }	24,337 50	{ 150 00 }
5003	{ Branch, Rocky Mount to Tar- borough..... }	Wilmington, Charlotte and Ruth- erford.....	{ 17 }	{ 7 }	608 00	{ 23 38 }
5004	Wilmington to Wadesborough.....		141	7	7,050 00	50 00
5005	Goldsborough to Charlotte.....	Richmond and Danville.....	{ 130 }	{ 12 }	22,300 00	{ 82 00 }
5006	Goldsborough to Morehead City.....	Atlantic and North Carolina.....	{ 83 }	{ 12 }	125 00	{ 55 00 }
5007	Salisbury to Catawba Vale.....	Western North Carolina.....	{ 95 }	{ 7 }	5,225 00	{ 50 00 }
5213	Charlotte to Cherryville.....	Western Division Wilmington, Charlotte and Rutherford.....	114	3	5,700 00	30 00
5216	Charlotte to Statesville.....	Atlantic, Tennessee and Ohio.....	43.50	6	1,365 00	40 00
5216	Raleigh to Sanford.....	Raleigh and Augusta Air-line.....	48.40	7	1,936 00	50 00
5216	Sanford to Fayetteville.....	Western.....	45.78	7	2,289 00	50 00
5216	Sanford to Egypt Depot.....	do.....	38.15	2	1,907 50	21 00
			7		147 00	
			1,034.08		80,140 00	
SOUTH CAROLINA.						
5601	Charlotte to Augusta, Ga.....	Charlotte, Columbia and Augusta.....	195	13	24,375 00	125 00
5602	{ Columbia to Greenville C. H..... }	{ Greenville and Columbia..... }	{ 143.50 }	{ 6 }	{ 75 00 }	{ 30 00 }
5604	{ Branch, Hodges to Abbeville C. H..... }	{ Greenville and Columbia..... }	{ 11.50 }	{ 6 }	11,400 00	{ 30 00 }
	{ Branch, Belton to Anderson C. H..... }	{ Greenville and Columbia..... }	{ 9.75 }	{ 6 }	{ 30 00 }	{ 30 00 }
	{ Columbia to Wilmington, N. C..... }	{ Wilmington, Columbia and An- gusta..... }	{ 84.78 }	{ 14 }	22,450 00	{ 75 48 }
			107			150 00



B.—Railroad-service as in operation on the 30th of June, 1872—Continued.

Number of route.	State and termini.	Corporate title of company carrying the mail.	Distance.	Total distance in each State.	Number of trips per week.	Annual pay.	Annual pay in each State.	Annual cost per mile on each route.	Remarks.
			Miles.	Miles.		Dollars.	Dollars.	Dollars.	
<b>SOUTH CAROLINA—Continued.</b>									
5605	{Kingsville to Augusta. Branch, Kingsville to Camden. Branch, Kingsville to Columbia. Br. Branchville to Charleston.	South Carolina.	119 37.50 27 62		7 7 7 7	23,020 00		125 00 50 00 60 00 75 00	
5606	Charleston to Savannah, Ga.	Savannah and Charleston.	104		7	10,400 00		100 00	
5607	Florence to Cheraw.	Northeastern.	104		13	13,000 00		125 00	
5609	Chester C. H. to Yorkville.	Cheraw and Darlington.	40		7	1,200 00		30 00	
5610	Alston to Spartanburgh C. H.	King's Mountain.	23.50		6	1,175 00		30 00	
5611	Newberry C. H. to Laurens C. H.	Spartanburgh and Union.	70		3	2,800 00		40 00	
5612	Anderson C. H. to Walthalla.	Joseph Crews.	31.52		3	1,200 00		38 07	
5707	Port Royal to Varnsville.	Greenville and Columbia. Port Royal.	34 43	1,247.05	6	1,020 00 2,150 00	114,100 00	30 00 50 00	
<b>GEORGIA.</b>									
6001	Augusta to Atlanta.	Georgia.	171½		13	21,458 33		125 00	
6002	Atlanta to Chattanooga, Tenn.	Western and Atlantic.	138		7	17,250 00		125 00	
6003	Atlanta to West Point.	Atlanta and West Point.	86.25		7	10,781 25		125 00	
6004	Millen to Augusta.	Central Railroad and Banking Co. Georgia.	53.125		14	6,640 62		125 00	
6005	Washington to Double Wells.	do	15.50		7	925 00		50 00	
6006	Union Point to Athens.	do	41		7	3,075 00		75 00	
6007	Kingston to Rome.	Rome.	20.50		7	1,125 00		100 00	
6008	{Savannah to Live Oak. Branch, Lawton to Bainbridge.	Atlantic and Gulf.	120.75 105.50		7	23,350 00		50 00	
6009	Savannah to Macon.	Central Railroad and Banking Co.	192.125		21	21,133 75		110 00	
6010	Macon to Columbus.	Southwestern.	100		13	7,500 00		75 00	
6011	Macon to Atlanta.	Macon and Western.	103		14	10,300 00		100 00	
6012	Macon to Brunswick.	Macon and Brunswick.	198		7	9,900 00		50 00	
6013	Gordon to Milledgeville.	Central Railroad and Banking Co.	18.25		6	912 50		50 00	
6014	Eatonton to Milledgeville.	do	22.125		6	1,106 00		50 00	
6015	{Port Valley to Euflalia, Ala. Branch, Renwick to Albany.	Southwestern.	115½ 22.50		13	10,760 00		75 00	
6016	Thomasville to Albany.	Atlantic and Gulf.	24		7	2,916 00		50 00	
6017	Atlanta to Gainesville.	Atlanta and Richmond A. L. Line.	58½		7	2,675 00		50 00	
6143	Barnesville to Thomaston.	Macon and Western.	53.50 17.25		6	680 00		40 00	Pay estimated.

Pay estimated.

6144	Cartersville to Rock Mart.	Cherokee	92	.....	6	660 00	.....	30 00
6145	Cenac to Macon	Macon and Augusta	70	.....	6	3,950 00	.....	50 00
6146	Griffin to Sharpsburgh	Savannah, Griffin & North Alabama	33 75	.....	6	1,072 50	.....	30 00
6191	Brunswick to Albany	Brunswick and Albany	171 25	.....	6	5,137 50	.....	30 00
			2,048 04	.....			163,218 45	
FLORIDA.								
6401	Fernandina to Cedar Keys	Florida	{ 107 40	.....	6 }	7,740 00	.....	50 00
6402	{ Jacksonville to Quincy.	Jacksonville, Pensacola and Mobile	{ 47 40	.....	12 }	14,735 25	.....	73 00
6194	{ Branch, Tallahassee to St. Mark's	Pensacola and Louisville.	{ 196 75	.....	6 }	632 50	.....	30 00
6405	{ Pensacola to Whiting Junction.	Saint John.	{ 21 75	.....	3 }	2,300 00	.....	30 00
	{ Teocot to Saint Augustine.		{ 44	.....	7 }	784 50	.....	30 00
			15 69	.....	6		26,133 25	
			432 99	.....				
ALABAMA.								
6601	Montgomery to West Point, Ga.	Western Railroad Co. of Alabama.	22 50	.....	6	11,032 50	.....	125 00
6602	Montgomery to Selma.	do	50	.....	6	2,500 00	.....	50 00
6603	Montgomery to Enfaula.	Montgomery and Enfaula.	20	.....	6	4,000 00	.....	50 00
6604	Montgomery to Birmingham	South and North Alabama	97 10	.....	7	4,533 00	.....	130 00
	{ Memphis, Tenn., to Stevenson,		{ 271 50	.....	13 }	40,723 00	.....	30 00
6605	{ Ala. Branch, Moscow, Tenn., to Sou-	Memphis and Charleston	{ 14 50	.....	6 }	435 00	.....	50 00
	{ erville, Ala.		{ 6 50	.....	7 }	325 00	.....	50 00
6606	{ Marion Junction to Greensborough.	Selma, Marion and Memphis.	{ 37 25	.....	6 }	1,632 50	.....	75 00
6607	{ Opelika to Columbus, Ga.	Western Railroad Co. of Alabama	{ 28	.....	6 }	2,100 00	.....	75 00
6608	{ Columbus, Ga., to Troy, Ala.	Mobile and Girard	{ 90	.....	6 }	4,500 00	.....	75 00
6609	{ Selma to York Station.	Alabama Central	{ 81 70	.....	7 }	6,127 50	.....	100 00
6610	{ Selma to Dalton, Ga.	Selma, Rome and Dalton	{ 237 50	.....	6 }	23,750 00	.....	50 00
6611	{ Gainesville to Gainesville Junc-	Mobile and Ohio	{ 22	.....	6 }	1,100 00	.....	110 00
	{ tion, Miss.		{ 187	.....	7 }	18,700 00	.....	110 00
6612	{ Mobile to Montgomery	Mobile and Montgomery	{ 140	.....	7 }	13,400 00	.....	30 00
6613	{ Mobile to New Orleans, La.	New Orleans, Mobile and Texas	{ 18 22	.....	7 }	546 60	.....	30 00
6614	{ Opelika to Chambers Court-House.	East Alabama and Cincinnati	{ 290	.....	7 }	14,300 00	.....	30 00
6615	{ Chattanooga, Tenn., to Meridian,	Alabama and Chattanooga	{ 30 58	.....	6 }	917 40	.....	30 00
6616	{ Miss.	Savannah and Memphis.	{ 40 75	.....	6 }	2,037 50	.....	30 00
6617	{ Opelika to Dadeville.	Selma and Gulf	{ 30	.....	6 }	900 00	.....	30 00
6618	{ Selma to Pine Apple.	Mobile and Alabama Grand Trunk	{ 1,841 10	.....			156,314 00	
	{ Mobile to Mount Vernon			.....				
MISSISSIPPI.								
7001	Canton to Jackson, Tenn.	Southern Railroad Association	237	.....	7	47,400 00	.....	200 00
7002	Memphis, Tenn., to Grenada, Miss	Mississippi and Tennessee	101 70	.....	7	8,136 00	.....	80 00
7003	Vicksburgh to Meridian.	Vicksburgh and Meridian	{ 45 50	.....	13 }		11,690	100 00
			{ 95 50	.....	6 }			75 00

B.—Railroad-service as in operation on the 30th of June, 1872—Continued.

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			Miles.	Miles.		Dollars.	Dollars.	Dollars.	
	MISSISSIPPI—Continued.								
7004	{ Mobile, Ala., to Columbus, Ky. } Branch, Artesia to Columbus, Miss.	Mobile and Ohio	{ 472.70 14		7	59,087 50		125 00	
7006	Grand Gulf to Port Gibson	Grand Gulf and Port Gibson	8		6	600 00		60 00	
7007	Muldon to Aberdeen	Mobile and Ohio	9	983.10	6	450 00	128,203 50	75 00	
	LOUISIANA.								
8001	New Orleans to Brashear	Morgan's Louisiana and Texas	83		7	12,850 00		150 00	Includes \$400 per annum for side-service.
8002	New Orleans to Canton, Miss.	New Orleans, Jackson and Great Northern.	206		13	41,200 00		200 00	
8003	Baton Rouge to Livonia	Baton Rouge, Grosse Tête and Opelousas.	28		3	360 00		12 86	
8004	Clinton to Port Hudson	Clinton and Port Hudson	21		3	630 00		30 00	
8005	Vicksburg, Miss., to Monroe, La.	North Louisiana and Texas	75.50		6	6,162 50		75 00	
8028	Saint Francisville to Woodville	West Feliciana	27.57		3	964 95		35 09	
8090	New Orleans to Donaldsonville	New Orleans, Mobile and Texas.	63.66		6	3,183 00		50 00	
8098	Terrebonne to Houma	Morgan's Louisiana and Texas.	15.28	520.01	6	704 00	66,114 45	50 00	Includes \$300 per annum for mail-messenger service.
	TEXAS.								
8502	Houston to Galveston	Galveston, Houston and Henderson	50		12	8,000 00		160 00	
8503	Houston to Corsicana	Houston and Texas Central.	210		6	21,000 00		100 00	
8504	Harrisburgh to Columbus	Galveston, Harrisburgh and San Antonio.	84		6	8,400 00		100 00	
8505	Hempstead to Austin	Houston and Texas Central.	118.70		6	5,935 00		50 00	
8506	Longview to Shreveport	Southern Pacific	66.60		6	5,338 00		60 00	
8666	Hearne to Palestine	International	90.27		6	4,513 50		50 00	
8683	Houston to Trinity	Houston and Great Northern	94		6	4,700 00		50 00	
8684	Indianola to Victoria	Gulf, Western Texas and Pacific.	39.20	752.77	6	1,960 00	59,836 50	50 00	

ARKANSAS.			134	185.75	7	13,400 00	100 00
7501	Memphis, Tenn., to Argenta, Ark.	Memphis and Little Rock	51.75	.....	6	2,387 50	50 00
7687	Argenta to Judsonia.	Cairo and Fulton	.....	185.75	.....	15,987 50	.....
MISSOURI.							
10501	Saint Louis to Atchison, Kan.	Pacific Railroad Company of Mis-	985.50	.....	12	59,312 50	200 00
		souri.	44.25	.....	13	.....	50 00
10502	{ Saint Louis to Columbus, Ky. }	Saint Louis and Iron Mountain	197	.....	13	22,462 50	50 00
	{ Branch, Mineral Point to Potosi }		4	.....	6	.....	50 00
10503	{ Branch, Bismarck to Otter Creek }	South Pacific	47.25	.....	6	32,725 00	100 00
10504	Pacific to Vinita, I. T.	North Missouri	327.25	.....	16	35,100 00	50 00
10504	Saint Louis to Bloomfield, Iowa	.....	170	.....	16	.....	175 00
10505	{ Quincy, Ill., to St. Joseph, Mo. }	Hannibal and Saint Joseph	203.50	.....	20	38,227 50	175 00
	{ Branch, Palmyra to Hannibal }		15	.....	12	.....	140 00
10506	{ Kansas City to Council Bluffs, }	Kansas City, Saint Joseph and	203	.....	12	31,495 00	50 00
	{ Iowa. }	Council Bluffs.	61.50	.....	12	.....	50 00
10507	{ Branch, Saint Joseph to Hopkins }	North Missouri	125.75	.....	16	12,575 00	50 00
10508	Moberly to Kansas City	Pacific Railroad Company of Mis-	25	.....	6	1,250 00	100 00
	Tipton to Booneville.	souri.	.....	.....	.....	.....	.....
10509	Centralia to Columbia	North Missouri	22	.....	6	11,000 00	50 00
10510	Kansas City to Cameron	Hannibal and Saint Joseph	54	.....	12	7,490 00	50 00
10512	Sedalia to Mico, I. T.	Missouri, Kansas and Texas	317	.....	6	39,925 00	125 00
10513	Saint Joseph to Lexington	Saint Louis and Saint Joseph	76.75	.....	6	3,537 50	125 00
10514	Brunswick to Pattonsburgh	Brunswick and Chillicothe and	80.05	.....	6	4,093 50	50 00
		Saint Louis, Council Bluffs and	.....	.....	.....	.....	.....
		Omaha.	55	.....	6	2,750 00	50 00
10514a	Holden to Paola, Kan	Osgood Division Missouri, Kansas	.....	.....	.....	.....	.....
		and Texas.	.....	.....	.....	.....	.....
10515a	Hannibal to Moberly	Hannibal and Central Missouri	70.67	.....	6	3,333 50	50 00
10516a	Alexandria to Lancaster	Missouri, Iowa and Nebraska	61.30	.....	6	3,065 00	50 00
10517a	Pleasant Hill to Lawrence, Kan	Lawrence Branch, Pacific Rail-	62	.....	6	3,100 00	50 00
		road Company of Missouri.	.....	.....	.....	.....	.....
10518a	Sedalia to Lexington	Lexington Branch, Pacific Rail-	56.25	.....	6	2,312 50	50 00
		road Company of Missouri.	.....	.....	.....	.....	.....
10519a	Quincy, Ill., to Canton, Mo.	Mississippi Valley and Western	19	.....	6	950 00	50 00
10520a	Quincy, Ill., to Edina, Mo.	Quincy, Missouri and Pacific	48.28	.....	6	2,414 00	50 00
			2,738.30	.....	.....	307,827 00	.....
TENNESSEE.							
10001	Knoxville to Bristol	East Tennessee, Virginia and	130.70	.....	14	29,407 50	225 00
		Georgia.	.....	.....	.....	.....	.....
10002	{ Knoxville to Chattanooga }	East Tennessee, Virginia and	112	.....	14	28,050 00	225 00
	{ Branch, Cleveland to Dalton, Ga }	Georgia.	28.50	.....	7	.....	100 00
10003	Rogersville to Bull's Gap	Rogersville and Jefferson	15	.....	6	790 00	52 00

Pay estimated.

B.—Railroad-service as in operation on the 30th of June, 1872—Continued.

Number of route.	State and terminl.	Corporate title of company carrying the mail.	Distance.	Total distance in each State.	Number of trips per week.	Annual pay.	Annual pay in each State.	Annual cost per mile on each route.	Remarks.
			Miles.	Miles.		Dollars.	Dollars.	Dollars.	
<b>TENNESSEE—Continued.</b>									
10004	{ Nashville to Chattanooga } Branch, Wartrace Depot to Shelbyville.	Nashville and Chattanooga.	{ 114 39 }	.....	13 20 }	25, 220 00	.....	{ 150 00 200 00 }	
10005	Fayetteville to Decherd.	Memphis and Charleston.	40	.....	7	1, 600 00	.....	40 00	
10006	Nashville to Decatur, Ala.	Nashville and Decatur.	122½	.....	6	9, 175 00	.....	40 00	
10007	Nashville to Hickman, Ky.	Nashville and Chattanooga.	170	.....	6	12, 750 00	.....	75 00	
10008	Nashville to Guthrie, Ky.	Edgefield and Kentucky.	48	.....	7	4, 320 00	.....	90 00	
10009	Guthrie, Ky., to Paris, Tenn.	Memphis, Clarksville and Louisville.	82 50	.....	7	8, 250 00	.....	100 00	
10010	Memphis to Paris.	Memphis and Ohio.	132 50	.....	6	19, 875 70	.....	150 00	
10011	Knoxville to Coal Creek.	Knoxville and Kentucky.	31 50	.....	6	721 00	.....	22 88	
10012	Morristown to River Side.	Cincinnati, Cumberland Gap and Charleston.	39 80	.....	6	995 00	.....	25 00	
10014	Tracy City to Cowan.	Tennessee Coal and Railroad Company.	23	.....	6	690 00	.....	30 00	
10095	Jasper to Bridgeport, Ala.	Nashville and Chattanooga.	12	.....	6	360 00	.....	30 00	
10123	Nashville to Lebanon.	Tennessee and Pacific.	31	.....	12	1, 550 00	.....	50 00	
10137	Tulahoma to McMinnville.	McMinnville and Manchester.	35	.....	7	1, 750 00	.....	50 00	
			1, 214. 83	.....			145, 503 50		
<b>KENTUCKY.</b>									
9605	Asland to Coalton.	Lexington and Big Sandy.	11	.....	6	325 00	.....	28 54	
9606	Covington to Nicholasville.	Kentucky Central.	{ 99 6 }	.....	12 6 }	10, 500 00	.....	{ 100 00 50 00 }	
9607	La Grange to Lexington.	Louisville, Cincinnati and Lexington.	67	.....	12	6, 700 00	.....	100 00	
9607a	Covington to Louisville.	do.	108 25	.....	12	16, 237 50	.....	150 00	
9608	Louisville to Nashville, Tenn.	Louisville and Nashville.	186 60	.....	12	32, 655 00	.....	175 00	
9609	junction to Bardstown.	do.	17 30	.....	6	540 00	.....	31 21	
9610	Branch, Richmond Junction to Fish Point.	do.	{ 109 90 33 80 }	.....	6 6 }	7, 185 00	.....	{ 50 00 50 00 }	
9611	Bowling Green to Guthrie.	do.	51	.....	13	7, 650 00	.....	150 00	
9612	Paducah to Troy Station, Tenn.	Paducah and Gulf.	62	.....	6	3, 100 00	.....	50 00	

9612a	Evansville, Ind., to Guthrie, Ky.	110.66	7	8,299.50	75.00
9738	Elizabethtown to Eddysville	151.50	6	6,060.00	40.00
9786a	Anchorage to Shelbyville	18	6	600.00	32.33
9824	Grayson to Greenville	23.75	6	500.00	21.05
9842	Owensboro to Lexington	91.41	6	642.30	40.00
9843	Maysville to Paris	50	12	2,500.00	50.00
		1,134.17		103,544.30	
OHIO.					
9001	Bellaire to Columbus	137.875	14	27,575.00	900.00
9002	Pittsburgh to Chicago	469.50	12	93,900.00	200.00
9003	Pittsburgh to Bellaire	94.50	18	11,819.50	125.00
9004	Erie to Cleveland	96	13	36,000.00	375.00
9005	Hudson to Millersburg	62	6	3,100.00	50.00
9006	Cleveland to Sharon	50	6	5,300.00	75.00
9007	Cleveland to Wellsville	31	6	50.00	50.00
9008	Elyria to Sandusky	56.50	18	15,225.00	150.00
9009	Bayard to New Philadelphia	45	19	1,757.50	50.00
9010	Onedia Mills to Carrollton	32.75	6	1,373.00	42.57
9011	Sandusky to Newark	116	6	500.00	41.66
9012	Xenia to Dayton	17	6	8,700.00	75.00
9013	Dayton to Sandusky	156	12	2,975.00	175.00
9014	Springfield to Delaware	50	12	19,500.00	125.00
9015	Columbus to Cleveland	138	6	2,143.00	42.86
9016	Columbus to Xenia	55	24	24,150.00	175.00
9017	Columbus to Indianapolis	188	13	12,275.00	925.00
9018	Gallion to Indianapolis	204	12	37,600.00	200.00
9019	Blanchester to Hillsborough	21	12	35,700.00	175.00
9020	Portsmouth to Read's Mills	56	6	787.00	37.48
9021	Toledo to Cleveland	114	6	800.00	50.00
9022	Toledo to Quincy with branches from Bluff City to Naples and Clayton to Keokuk	594	12	43,750.00	375.00
9024	Frankfort to Findlay	37	6	78,600.00	150.00
9025	Carey to Findlay	16	12	1,480.00	40.00
9026	Dayton to Union City	48	6	800.00	50.00
				3,600.00	75.00

## B.—Railroad-service as in operation on the 30th of June, 1872—Continued.

Number of route.	State and termini.	Corporate title of company carrying the mail.	Distance. <i>Miles.</i>	Total distance in each State.	Number of trips per week.	Annual pay. <i>Dollars.</i>	Annual pay in each State. <i>Dollars.</i>	Annual cost per mile on each route.	Remarks.
<b>Ohio—Continued.</b>									
9027	Dayton to Toledo.....	Dayton and Michigan.....	149	.....	12	.....	.....	<i>Dollars.</i> 14,900 00	} Includes \$200 per annum for mail-messenger service.
9028	Hamilton to Indianapolis.....	Cincinnati and Indianapolis Junction.....	99.01	.....	6	4,950 50	.....	100 00	
9029	Hamilton to Richmond.....	Cincinnati, Richmond and Chicago.....	48	.....	6	3,600 00	.....	75 00	
9030	Cincinnati to Dayton.....	Cincinnati, Hamilton and Dayton.....	35	.....	12	8,750 00	.....	175 00	
9031	Cincinnati to Springfield.....	Little Miami.....	35	.....	13	.....	.....	125 00	
9032	Cincinnati to Parkersburg.....	Marietta and Cincinnati.....	65	.....	6	16,950 00	.....	285 00	
9033	Morrow to Zanesville.....	Cincinnati and Zanesville.....	19	.....	6	30,900 00	.....	100 00	
9034	Dayton to Richmond.....	Pittsburgh, Cincinnati and Saint Louis.....	296	.....	6	9,987 50	.....	150 00	
9035	Valley Junction to Hagerstown.....	White Water Valley.....	132.90	.....	6	7,350 00	.....	175 00	
9036	Columbus to Pittsburgh.....	Pittsburgh, Cincinnati and Saint Louis.....	69.10	.....	6	8,712 50	.....	195 00	} Includes \$200 per annum for mail-messenger service.
9037	Springfield to London.....	Cincinnati, Sandusky and Cleveland.....	160	.....	12	32,400 00	.....	200 00	
9038	Salamanca to Dayton.....	Pittsburgh, Fort Wayne and Chicago.....	8	.....	6	1,000 00	.....	50 00	
9039	Youngstown to Cross Cut.....	Atlantic and Great Western.....	61.50	.....	12	30,600 00	.....	100 00	
9040	Columbus to Athens.....	Columbus and Hooking Valley.....	326	.....	12	1,040 00	.....	75 00	
9041	Branch, Logan to New Straitsville.....	Niles and New Lisbon.....	77.50	.....	12	4,725 00	.....	50 00	
9042	Niles to New Lisbon.....	Baltimore and Ohio, lessees of Newark, Somerset and Straitsville.....	13	.....	6	1,657 90	.....	50 00	
9043	Clinton to Massillon.....	Cleveland, Mount Vernon and Delaware.....	33.14	.....	12	1,233 50	.....	50 00	
9044	Marietta to Caldwell.....	Lake Shore and Tuscarawas Valley.....	24.67	.....	6	548 00	.....	40 00	
9045	Rawsonville to Guilford.....	.....	13.70	.....	6	1,050 00	.....	30 00	
			23.40	.....	6	1,170 00	.....	50 00	Pay estimated.
			4,569.44	.....		651,611 00	.....		

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B.—*Railroad-service as in operation on the 30th of June, 1872—Continued.*

Number of route.	State and termini.	Corporate title of company carrying the mail.	Distance. Miles.	Total distance in each State.	Number of trips per week.	Annual pay. Dollars.	Annual pay in each State. Dollars.	Annual cost per mile on each route.	Remarks.
<b>ILLINOIS.</b>									
11401	Chicago to Milwaukee, Wis.	Chicago and Northwestern.	87	87	18	15,225 00		\$175 00	\$95,000 of this sum is for fund covering Iowa route No. 11003, Burlington to East Peoria month.
11402	Chicago to Freeport.	do	92 50	92 50	18	18,150 00		{ 150 00	
11403	Chicago to Council Bluffs, Iowa.	do	98	98	24	98,000 00		{ 200 00	
11404	Chicago to Davenport, Iowa.	Chicago, Rock Island and Pacific.	392	392	18	36,600 00		{ 200 00	
11405	{ Chicago to Burlington, Iowa. Branch to Turner. Branch to Keokuk.	{ Chicago, Burlington and Quincy. Chicago and Alton. Illinois Central.	{ 207 70 13 66 25	{ 207 70 13 66 25	{ 18 6 6	70,502 50		{ 50 00 50 00	
11406	Chicago to East Saint Louis.	Chicago and Alton.	283	283	12	56,600 00		800 00	Pay estimated. Includes \$150 per annum for mail-messenger service. Includes \$600 per annum for ferrriage.
11407	Chicago to Cairo.	Illinois Central.	253	253	12	42,100 00		{ 100 00	
11408	Elgin to Geneva, Wis.	Chicago and Northwestern.	44	44	6	9,200 00		50 00	
11409	{ Rushville to Yates City. Branch, Elwood to Buda.	{ Chicago, Burlington and Quincy. Sycamore and Courtland.	{ 63 75 44 50	{ 63 75 44 50	{ 6 6	2,187 50 2,225 00		{ 50 00 50 00	
11410	Courtland Station to Sycamore.	Sycamore and Courtland.	5	5	12	400 00		50 00	
11411	State Line to Warsaw.	Toledo, Peoria and Warsaw.	117 75	117 75	6	14,880 00		{ 60 00	Includes \$100 per annum for 6 additional trips a week between Knoxville and Galesburg, 6 miles.
11412	Bureau Junction to Peoria.	Chicago, Rock Island and Pacific.	111	111	6	5,595 00		{ 65 00	
11413	Joliet to Lake Station.	Michigan Central.	47	47	6	1,195 00		75 00	
11414	Peoria to Jacksonville.	Peoria, Pekin and Jacksonville.	45	45	6	1,370 00		95 00	
11415	Peoria to Galesburg.	Chicago, Burlington and Quincy.	57 40	57 40	6	4,370 00		50 00	
11416	Bloomington to Godfrey.	Chicago and Alton.	48	48	6	2,800 00		{ 50 00	
11417	Galesburg to Quincy.	Chicago, Burlington and Quincy.	6	6	12	15,200 00		{ 50 00	
11418	Dubuque to Centralia.	Illinois Central.	152	152	12	15,000 00		100 00	
11419	Terre Haute to East Saint Louis.	Indianapolis and Saint Louis.	344	344	12	34,400 00		150 00	
11421	Carbondale to Grand Tower.	Grand Tower Mining, Manufacturing and Transportation Co.	189	189	12	40,635 00		215 00	
11422	East Saint Louis to Duquoin.	Saint Louis, Alton and Terre Haute.	25	25	12	1,000 00		40 00	
11423	Washington to Dwight.	Chicago and Alton.	70 80	70 80	12	7,080 00		100 00	
11424	{ Branch, Varna to Lacon.	Chicago and Alton.	{ 60 21 10 60	{ 60 21 10 60	{ 12 12	3,540 50		{ 50 00 30 00	

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## B.—Railroad-service as in operation on the 30th of June, 1872—Continued.

Number of route.	State and termini.	Corporate title of company carrying the mail.	Distance.	Total distance in each State.	Number of trips per week.	Annual pay.	Annual pay in each State.	Annual cost per mile on each route.	Remarks.
			Miles.	Miles.		Dollars.	Dollars.	Dollars.	
<b>MICHIGAN—Continued.</b>									
12512	Kalamazoo to Grand Rapids.....	Lake Shore and Michigan Southern	58½		6	3,532 50		60 00	
12513	Ridgeway to Romeo.....	Michigan Air-Line.....	14 60		6	730 00		50 00	
12515	Bay City to Flint.....	Flint and Pere Marquette.....	46 25		12	3,468 75		75 00	
12516	East Saginaw to Farwell.....	do.....	56 47		6	2,823 50		50 00	
12517	Detroit to Howard City.....	Detroit, Lansing and Lake Michigan.	104		6	12,300 00		75 00	
12518	Port Wayne to Clam Lake.....	Grand Rapids and Indiana.....	239		6	11,950 00		50 00	
12519	Kalamazoo to South Haven.....	Michigan Central.....	39 81		6	1,990 50		50 00	
12520	Lansing to South Bend.....	Peninsular.....	122 72		12	6,136 00		50 00	
12521	{ New Buffalo to Pentwater } Branch, Holland to Grand Rapids }	Chicago and Michigan Lake Shore.	165 50 25 40		12 } 12 }	9,545 00		50 00	
12522	Port Huron to Flint.....	Michigan Lake Shore.....	85		6	4,250 00		50 00	
12523	Monteith to Muskegon.....	Michigan Lake Shore.....	68 75		6	3,437 50		50 00	
12524	Nunica to Montague.....	Chicago and Michigan Lake Shore.	29		6	1,450 00		50 00	
12525	Ypsilanti to Bankers.....	Detroit, Hillsdale and Indiana.....	65 40		6	2,616 00		40 00	Pay estimated.
12526	Jackson to Niles.....	Michigan Central.....	103		6	5,150 00		50 00	Pay estimated.
12527	Grand Rapids to Casnovia.....	Grand Rapids, Newaygo and Lake Shore.	22		6	660 00		30 00	
12528	Niles to South Bend.....	Michigan Central, (South Bend Division.)	12 20		6	610 00		50 00	
12529	Jonesville to Albion.....	Lake Shore and Michigan Southern, (Lansing Division.)	23 14		6	1,158 50		50 00	
12546	Esconawbe to Negaunee.....	Chicago and Northwestern.....	62 22		6	4,666 50		75 00	{ May 1, to November 15, in each year.
12547	Negaunee to Marquette.....	Marquette and Ontonagon.....	14		6	1,050 00		75 00	
12549	Negaunee to Champion.....	do.....	18		6	900 00		50 00	
				2,871 17			267,430 16		
<b>WISCONSIN.</b>									
13001	Chicago, Ill., to Green Bay, Wis.....	Chicago and Northwestern.....	63		18 }	43,875 00		175 00	
13002	Kenosha to Rockford, Ill.....	do.....	182		12 }	175 00		175 00	
13003	Racine to Port Byron, Ill.....	do.....	73 60		6	4,416 00		60 00	
13004	Milwaukee to North McGregor, Iowa.....	Western Union.....	180 40		12	9,020 00		50 00	
		Milwaukee and Saint Paul.....	197 20		12	29,580 00		150 00	
13005	Milwaukee to La Crosse.....	do.....	198		12	29,700 00		150 00	
13006	Milwaukee to Berlin.....	do.....	94 80		6	7,110 00		75 00	
13007	Milton Junction to Monroe.....	do.....	42 80		6	2,140 00		50 00	
13008	Watertown to Madison.....	do.....	38 45		6	3,845 00		100 00	

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B.—Railroad-service as in operation on the 30th of June, 1872—Continued.

Number of route.	State and termini.	Corporate title of company carrying the mail.	Distance.	Total distance in each State.	Number of trips per week.	Annual pay.	Annual pay in each State.	Annual cost per mile on each route.	Remarks.
			Miles.	Miles.		Dollars.	Dollars.	Dollars.	
<b>MINNESOTA.</b>									
13501	La Crosse, Wis., to Winnebago City, Minn.	Southern Minnesota	170.50		6	10,230 00		1 60 00	
13503	Winona to Saint Peter, with branch to Mankato.	Winona and Saint Peter	145.60		6	12,376 00		85 00	
13504	Minneapolis to North McGregor, Iowa.	Milwaukee and Saint Paul	215.70		12	32,355 00		150 00	
13505	Saint Paul to Worthington	Saint Paul and Sioux City	87.25		12	11,131 25		75 00	
13506	Saint Paul to Breckenridge	Saint Paul and Pacific	91.75		12	10,992 50		50 00	
13507	Saint Paul to Sauk Rapids	do	219.25		12	5,800 00		50 00	
13508	Saint Paul to Du Luth	Lake Superior and Mississippi	78		12	7,800 00		75 00	
13510	Minneapolis to Mason City	Chicago and Northwestern	156		6	560 00		50 00	
13511	Austin to Mason City	Milwaukee and Saint Paul	14.38		6	2,069 00		50 00	
13512	Saint Paul to Stillwater	Lake Superior and Mississippi	24.95		6	660 00		50 00	
13513	Saint Paul to Weaver	Saint Paul and Chicago	94.81		6	4,740 50		50 00	
13514	Hastings to Carver	Hastings and Dakota	48.15		6	2,407 50		50 00	
13537	White Bear Lake to Sioux City Junction.	Lake Superior and Mississippi	41		6	2,050 00		50 00	
13538	Du Luth to Moorhead	Northern Pacific	252		6	11,450 00		50 00	
13539	Saint Peter to New Ulm	Chicago and Northwestern	30.65		6	919 50		50 00	
				1,711			115,561 25		
<b>NEBRASKA.</b>									
14401	Omaha to Ogden City, Utah.	Union Pacific	1,032.20		7	283,855 00		275 00	
14451	Plattsmouth to Harvard.	Burlington and Missouri River	136		6	6,800 00		50 00	
14478	Omaha to Blair	Omaha and Northwestern	30		6	1,500 00		50 00	
14479	Omaha to Concord	Omaha and Northwestern	21.50		6	1,338 00		50 00	
14483	Nebraska City to Lincoln	Midland Pacific	59		6	2,950 00		50 00	
14497	Crete to Beatrice	Burlington and Missouri River, Omaha and Northwestern, South Platte Division.	31.76		6	1,588 00		50 00	
				1,310.46			293,031 00		
									Includes \$313 per annum for ferrage.

NEVADA.		18	18	1,500 00	83 33
16419	Virginia City to Carson City .....	18	18	1,500 00	83 33
KANSAS.					
14001	{ Kansas City, Missouri, to Chey- enne, Wyoming. Branch, Leavenworth to Law- rence.	745	745	77,800 00	100 00
14002	{ Lawrence to Waterville.....	33	33	7,500 00	100 00
14003	{ Branch, Cherryvale to Indepen- dence.	143.50	143.50	14,883 50	75 00
14004	{ Saint Joseph, Missouri, to Hanover, Kansas.	10.67	10.67	6,350 00	50 00
14005	{ Missouri River, Fort Scott and Gulf.	127	127	16,400 00	50 00
14006	{ Missouri, Kansas and Texas Atchison, Topeka and Santa Fe.	156.50	156.50	9,390 00	100 00
14143	{ Atchison to Wichita.....	212.50	212.50	3,200 00	100 00
14211	{ Leavenworth, Lawrence and Gal- veston.	32	32	5,164 00	50 00
14212	{ Atchison to Tecumseh .....	103.28	103.28	161,937 50	50 00
CALIFORNIA.					
14701	San Francisco to Ogden City, Utah.	877.50	877.50	241,412 50	275 00
14702	San Francisco to Watsonville.....	100	100	10,000 00	100 00
14703	Roseville to Tehama .....	105	105	7,875 00	75 00
14704	Folsom City to Shingle Springs.....	26	26	1,300 00	50 00
14705	Sacramento to Folsom City .....	23.20	23.20	1,160 00	50 00
14706	Sacramento to San Francisco .....	83	83	12,450 00	150 00
14707	{ Branch, Davisville to Marysville, do.....	42	42	3,150 00	75 00
14708	{ Marysville to Oroville.....	36	36	1,800 00	50 00
14728	{ California Northern .....	30	30	1,500 00	50 00
14728	{ Los Angeles and San Pedro .....	22	22	1,650 00	75 00
14576	{ Lathrop to Merced .....	56	56	2,800 00	50 00
14577	{ Vaca to Vacaville.....	4	4	200 00	50 00
14580	{ San Francisco to Healdsburg .....	38	38	1,900 00	50 00
14581	{ Stockton to Milton .....	30	30	2,450 00	50 00
14581	{ Branch, Peters to Oakdale.....	19	19	2,450 00	50 00
UTAH.					
16033	Salt Lake City to Ogden City.....	36.50	36.50	1,825 00	50 00

## B.—Railroad-service as in operation on the 30th of June, 1872—Continued.

Number of route.	State and termini.	Corporate title of company carrying the mail.	Distance.	Total distance in each State.	Number of trips per week.	Annual pay.	Annual pay in each State.	Annual cost per mile on each route.	Remarks.
			<i>Miles.</i>	<i>Miles.</i>		<i>Dollars.</i>	<i>Dollars.</i>	<i>Dollars.</i>	
17038	COLORADO.		18.25		6	912 50		30 00	
17031	Denver to Golden City .....	Colorado Central .....	13		6	750 00		30 00	
17064	Hughes' Station to Erie .....	Denver and Boulder Valley .....	76	108.25	6	3,800 00	5,432 50		
	Denver to Colorado Springs .....	Denver and Rio Grande .....							

JOHN L. ROUTT,

Second Assistant Postmaster-General.

C.—Steamboat-service as in operation on the 30th of June, 1872.

States and Territories.	No. of route.	Termini.	Distance. Miles.	Total distance in each State. Miles.	Number of trips per week.	Annual cost. Dollars.	Total annual- cost in each State. Dollars.	Remarks.
New Hampshire	317	Alton Bay to Wolfborough	10	10	6	1,200 00	1,200 00	During navigation.  Six times a week during navigation; three times a week residue of year. During navigation.
	321	Centre Harbor to Meredith Village	20	20	3	1,480 00	1,480 00	
	321	Meredith Village to North Conway	40	40	6	1,480 00	1,480 00	
	322	Branch, Moultonborough to North Sandwich	84	84	6	650 00	3,340 00	
Massachusetts	608	Weir's Bridge to Wolfborough	30	108½	6	2,500 00	2,500 00	
	608	Hyannis to Nantucket	30	30	6	2,500 00	2,500 00	
	810	Newport to New York	160	160	6	2,500 00	2,500 00	
New York	1040	Ithaca to Cayuga	40	40	6	1,500 00	1,500 00	
	1142	White Hall to Rouse's Point	120	120	11	6,000 00	6,000 00	
	1463	Geneva to Watkins	47	47	6	889 00	889 00	
	1578	Lake George to Fort Ticonderoga	40	947	6	500 00	8,899 00	
New Jersey	1607	New York to Keyport	25	25	6	535 00	535 00	
	1608	New York to Fort Monmouth	20	20	6	1,000 00	1,000 00	
	1682	South Amboy to New York	27	73	12	2,338 00	3,873 00	
Pennsylvania	1876	Pittsburgh to Greensborough	94	94	6	6,300 00	6,300 00	
	2912	Baltimore to Queenstown	40	40	3	750 00	750 00	



C.—Steamboat-service as in operation on the 30th of June, 1872—Continue

States and Territories.	No. of route.	Termini.	Distance. <i>Miles.</i>	Total distance in each State.	Number of trips per week.	Annual cost. <i>Dollars.</i>	Total annual cost in each State. <i>Dollars.</i>	Remarks.
West Virginia	4104	Wheeling to Parkersburgh.....	89	.....	6	7,200 00	.....	Three times a week 4 months; six times a week 8 months.
	4122	Parkersburgh to Gallipolis, Ohio.....	86	.....	.....	5,639 17	.....	
	4136	Kanawha C. H. to Gallipolis, Ohio.....	65	250	6	3,449 00	16,288 17	
Virginia	4401	Washington, D. C., to Game Point, Va.....	553	.....	13	11,100 00	.....	
	4416	Norfolk to Baltimore, Md.....	200	.....	6	18,500 00	.....	
	4418	Norfolk to Eastville.....	57	.....	3	3,500 00	.....	
	4419	Norfolk to Matthews C. H.....	60	.....	3	2,500 00	.....	
	4420	Norfolk to Richmond.....	151	.....	3	4,500 00	.....	
	4702	Washington, D. C., to Norfolk, Va.....	200	7234	2	9,000 00	48,100 00	
North Carolina	5025	Wilmington to Fayetteville.....	130	.....	2	1,745 00	.....	
	5027	Wilmington to Smithville.....	30	.....	3	834 25	.....	
	5037	Plymouth to Franklin Depot.....	108	256	3	4,000 00	6,569 25	
South Carolina	5089	Beaufort to Hilton Head.....	16	.....	1	260 00	.....	
	6119	Trader's Hill to Fernandina, Fla.....	69	69	1	1,294 00	1,294 00	
Florida	6410	New York to Key West.....	1,589	.....	1	31,200 00	.....	
	6411	Baltimore, Md. to New Orleans, La.....	1,700	.....	.....	31,200 00	.....	
	6412	New Troy to Cedar Key.....	293	.....	1	2,500 00	.....	
	6413	New Orleans, La. to Key West, Fla.....	888	.....	1	76,000 00	.....	
	6414	Bainbridge Ga. to Apalachicola, Fla.....	292	.....	1	5,750 00	.....	
	6415	Enterprise to Saint Lucie.....	143	.....	1	2,900 00	.....	
	6419	Cedar Keys to Tampa.....	225	.....	1	7,448 00	.....	
	6420	Palmoka to Jacksonville.....	75	.....	6	5,700 00	.....	
Twice a month.								

Alabama.....	6431	Platka to Mallenville.....	125	5, 150	2	3, 500 00	165, 495 00	Six times a week to Gunterville, 94 miles; once a week residue.
6630		Mobile to Cahaba.....	989		3	7, 305 00		
6631		Bridgeport to Decatur.....	198			18, 000 00		
				487			95, 305 00	
Mississippi.....	7023	Vicksburg to Leigh's.....	937		1	9, 000 00		
7024		Vicksburg to Greenwood.....	260	497	2	7, 500 00	9, 500 00	
Louisiana.....	8006	Vicksburg, Miss. to New Orleans, La.	403		3	99, 980 00		
8007		Brashear to New Iberia.....	73		6	14, 000 00		
8010		New Orleans to Buras.....	67		2	5, 000 00		
8011		New Orleans to Covington.....	43		3	4, 500 00		
8013		New Orleans to Sureport.....	660		3	7, 800 00		
8014		New Orleans to Saint Francisville.....	170		2	16, 000 00		
8015		New Orleans to Carrollton.....	6	1, 431	6	900 00	78, 180 00	
Texas.....	8507	Galveston to Brashear, La.....	220			50, 000 00		Three times a week 6 months; six times a week six months.
8508		Galveston to Indianola.....	130			10, 000 00		Twice a week 4 months, three times a week 8 months.
8510		Galveston to Liberty.....	98	448	2	8, 000 00	68, 000 00	
Arkansas.....	7504	Memphis, Tenn. to White River, Ark.	180		2	300 00		
7505		White River to Vicksburg, Miss.....	229		2	18, 400 00		
7506		White River to Pine Bluff.....	183		2	10, 990 00		
7507		Pine Bluff to Little Rock.....	103		2	6, 000 00		
7509		White River to Jacksonville.....	358		2	11, 800 00		
7510		Jacksonport to Focaltonas.....	150		2	5, 000 00		
7646		Memphis, Tenn., to Friar's Point, Ark.	112	1, 314	3	2, 500 00	54, 990 00	
Missouri.....	10516	Saint Louis to Memphis, Tenn.....	450	450	2	14, 000 00	14, 000 00	
Tennessee.....	10216	Loudon to Rockwood.....	45		6	4, 000 00		
10217		Rockwood to Chattanooga.....	110	155	3	5, 250 00	9, 250 00	

C.—Steamboat-service as in operation on the 30th of June, 1872—Continued.

States and Territories.	No. of route.	Termini.	Distance. Miles.	Total distance in each State.	Number of trips per week.	Annual cost. Dollars.	Total annual cost in each State. Dollars.	Remarks.
Kentucky .....	9601	Louisville to Cincinnati, Ohio.....	143	.....	7	9,000 00	.....	
	9602	Louisville to Evansville, Ind.....	202	.....	6	15,000 00	.....	
	9603	Evansville, Ind., to Cairo, Ill.....	300	.....	6	15,000 00	.....	
	9744	Bowling Green to Evansville, Ind.....	225	.....	1	2,400 00	.....	
	9771	Paducah to Eastport, Miss.....	268	.....	2	6,000 00	.....	
				1,038			47,400 00	
Ohio .....	9051	Portsmouth to Cincinnati.....	117	.....	3	2,500 00	.....	
	9052	Cincinnati to Maysville, Ky.....	74	.....	6	4,000 00	.....	
	9053	Portsmouth to Gallipolis.....	90	.....	3	2,910 00	.....	
				281			9,410 00	
Illinois .....	11432a	Shawneetown to Paducah, Ky.....	75	.....	6	4,500 00	.....	
				75			4,500 00	
Michigan .....	12564	Detroit to Sault de Ste. Marie.....	350	.....	2	1,250 00	.....	During navigation, say 64 months.
	12646	California to Quincy.....	143	.....	3	4,000 00	.....	Six months.
	12801	Grand Haven to Chicago, Ill.....	112	.....	6	1,560 00	.....	April 16 to Nov. 14 in each year; pay estimated.
	12802	Grand Haven to Milwaukee, Wis.....	88	.....	6	2,730 00	.....	During navigation, say 7 months; pay estimated.
	12804	Grand Haven to Manistee.....	120	.....	6	6,340 00	.....	April 18 to Nov. 14 in each year; pay estimated.
	12824	Manistee to Frankfort.....	30	.....	3	780 00	.....	May 1 to Oct. 31 in each year; pay estimated.
	12839	Port Huron railroad station to Mackinaw.....	240	.....	3	845 00	.....	During navigation, say 64 months; pay estimated.
	12843	{ Green Bay, Wis., to Menominee, Mich.....	53	.....	6 }	500 00	.....	May 1 to Nov. 15 in each year.
	12844	{ Cedar Fork supplied from Menominee.....	32	.....	1 }		.....	Do.
	12850	Green Bay, Wis., to Escanaba, Mich.....	115	.....	6	14,000 00	.....	Do.
	12854	Marquette to Hancock.....	75	.....	6	13,000 00	.....	During navigation, say 64 months.
	12864	Marquette to Du Luth, Minn.....	395	.....	2	2,450 00	.....	May 1 to Nov. 14 in each year.
	12867	Cheboygan to Alpena.....	100	.....	1	2,590 00	.....	
				1,788			47,895 00	

Wisconsin.....	13025	La Crosse to Prairie du Chien.....	98	6	5,053 00	.....	April 16 to Nov. 14 in each year; pay estimated.
	13026	Oshkosh to New London.....	624	6	1,200 00	.....	May 1 to Nov. 15 in each year; pay estimated.
	13136	Berlin to Oshkosh.....	23	6	800 00	.....	May 1 to Nov. 15 in each year.
	13366	Washington Harbor to Green Bay.....	96	1	170 00	7,223 00	Six months.
California.....	14712	San Francisco to Petaluma.....	51	6	4,000 00	.....	Three trips a month.
	14799	San Francisco to Portland, Oregon.....	600		25,000 00	.....	Five trips a month.
	14873	San Francisco to San Diego.....	600		25,000 00	.....	
	14882	San Francisco to Sacramento.....	230	6	8,000 00	62,000 00	
Oregon.....	15101	Portland to Astoria.....	53	6	13,000 00	.....	
	15102	Portland to The Dalles.....	59 120	3 6	15,000 00	31,000 00	
Washington Territory.....	15406	Olympia to Victoria.....	132	2	12,000 00	.....	
	15412	Seattle to Whatcom.....	42	1	3,141 00	.....	
	15421	Portland, Oregon, to Sitka, Alaska Ter.....	143 1,400	1	29,900 00	45,041 00	Once a month.

JOHN L. ROUTT,  
Second Assistant Postmaster-General.

D.—Table showing the increase and decrease in mail transportation and cost during the year ended June 30, 1872.

States and Territories.	CELEBRITY, CERTAINTY, AND SECURITY.			STEAMBOAT.			RAILROAD.			Total annual transportation.		Total annual cost.	
	Length of routes.		Cost.	Length of routes.		Cost.	Length of routes.		Cost.	Increase.	Decrease.	Increase.	Decrease.
	Increase.	Decrease.		Increase.	Decrease.		Increase.	Decrease.					
Maine.	Miles.	Miles.	\$2,298	Miles.	Miles.		Miles.	Miles.	\$12,838	182,785	Miles.	\$10,540	
New Hampshire.	109	147	\$144		159				2,846	2,846		2,900	
Vermont.	28	28	987		71				3,564	43,774		2,581	
Massachusetts.	81	81	1,986		112				8,944	46,845		6,958	
Rhode Island.													
Connecticut.	144	144	4,349		130				8,730		23,724	4,381	
New York.	436	436	8,156	65	542	\$1,750			53,494	367,349		47,488	
New Jersey.	61	61	1,533		114				5,694	10,894		4,181	
Pennsylvania.	396	396	2,970		346				26,692	10,510		29,662	
Delaware.			100						440	3			
Maryland.	36	36	2,412		78				4,225			6,637	
West Virginia.	97	97	1,951		70	4,139			11,941	119,907		18,031	
Virginia.	150	150	5,986		9	4,535			61,878	287,965		60,417	
North Carolina.	651	651	3,439	294	60	\$30			7,035	365,917		3,556	
South Carolina.	403	403	914	35	35	546			5,065	151,660		5,433	
Georgia.	322	322	912	515	279	9,036			28,292	715,903		20,108	
Florida.	502	502	65	299		10,798				126,060		5,692	
Alabama.	169	169	18,567		230	378			20,179	260,855		1,224	
Mississippi.	716	716	3,695	225		4,500			22,438		54,163	23,223	
Louisiana.	204	204	12,025	1,181	107	34,020			14,642	83,706		2,647	
Texas.	1,040	1,040	50,731	35	353	27,500			21,526	99,757			
Arkansas.	459	459	39,783	139	98	1,700			5,387	48,910		47,611	
Missouri.	101	101	5,204	1231	703	8,000			60,815	290,507		48,162	
Tennessee.	42	42	4,162	40	249	1,250			45,320	247,872		6,732	
Kentucky.	182	182		51	33	3,400			14,237	63,218		17,695	
Ohio.	196	196	4,105		231				44,908	126,094		75,597	
Indiana.	61	61	2,980		1,057	70,218			70,218	598,205		64,268	
Illinois.	28	28	879	45	507	4,500			43,711	433,408		24,716	
Michigan.	601	601	10,197	65	334	10,360			19,728	519,868		53,461	
Wisconsin.			98,865	29	792	3,877			55,898	524,034		43,154	
Iowa.	41	41	2,437		632	12,740			31,411	71,978		10,667	
Nebraska.	276	276	2,079	230	173				8,588				

Kansas.....	617	20,537					207		21,308		382,231		41,845
Nevada.....		30,140					18		1,500		65,358		31,640
California.....	360	19,964				230	189		11,800		231,118		28,764
Oregon.....	204	5,283				13					29,910		5,283
Washington Territory.....	40					416		613				2,248	2,411
Idaho Territory.....	227	4,760									21,008		4,760
Montana Territory.....	5	21,736									99,752		21,736
Dakota Territory.....	581	15,343									83,844		15,343
Utah Territory.....		42,134									45,220		42,134
Colorado Territory.....	35					4,202	77		9,325			25,807	5,063
New Mexico Territory.....		203										4,936	303
Arizona Territory.....		163	800									14,872	800
Total.....													
		8,286	1,850	329,576	67,421	1,377	2,851	69,812	32	7,684,319	272,791	1,042,869	
		1,850		67,421			1,377	66,890	5,241				
		6,436		262,155			1,474	2,922	777,792		7,411,538		

\* Close of the first year of the new contract term. † Route from Saint Louis to Kookuk, Iowa, discontinued. ‡ Corrected distance. § Increased number of trips.

JOHN L. ROUTT,  
Second Assistant Postmaster-General.

E.—Table showing the weight of the mails, the speed with which they are conveyed, the accommodation on railroad routes in States (chiefly) in which

[ABBREVIATIONS.—*f. f.*, fixtures and furniture; *f. f. c.*, fixtures and furniture complete; *m. c.*, mail single line; *dept.*, department; *r. a.*, route-agents; *w. t.*, way-trains. A number followed by an asterisk to the order of the routes in this table.]

Order.	State.	Number of route.	New number of route.	Termini.	Corporate title of company carrying the mail.	Length of route.	Miles per hour.
1	Pa	1801	2401	Philadelphia, Pittsburgh.	Pennsylvania	<i>Miles.</i> 354	28
2	Md	2903	3503	Baltimore, Washington	Baltimore and Ohio	40	34
3	do	2901	3501	Baltimore, Philadelphia.	Philadelphia, Wilmington and Baltimore.	100	33
4	Mich	12501		Toledo, Chicago.	Lake Shore & Michigan Southern	244.85	30
5	Ohio	9004		Erie, Cleveland	do	96	30
6	N. Y.	1039		Buffalo, Erie	do	89	30
7	Ohio	9021		Toledo, Cleveland	do	114	30
8	Mich	12501		Toledo, Chicago.	do	244.85	30
9	Md	2904	3504	Baltimore, Wheeling.	Baltimore and Ohio	390	24
10	do	2902	3502	Baltimore, Harrisburgh.	Northern Central	84.8	30
11	do	2902	3502	Baltimore, Sunbury.	do	140.7	30
12	Ill	11404		Chicago, Davenport	Chicago, Rock Island and Pacific	183	
13	Mo	10501		Saint Louis, Wyandotte.	Pacific of Missouri.	285.5	25
14	Ohio	9001	9001	Bellaire, Columbus.	Central Ohio	137.875	22
15	do	9005	9015	Galion, Cleveland.	Cleveland, Columbus, Cincinnati and Indianapolis.	80	30
16	do	9015	9015	Columbus, Cleveland	do	138	30
17	do	9015		Galion, Cleveland	do	80	30
18	do	9015		Columbus, Cleveland	do	138	30
19	do	9018		Galion, Indianapolis	do	204	30
20	do	9015	9015	Columbus, Galion	do	58	30
21	do	9030	9030	Cincinnati, Hamilton	Cincinnati, Hamilton and Dayton	25	30
22	do	9015		Columbus, Galion	Cleveland, Columbus, Cincinnati and Indianapolis.	58	30
23	Tex.	8502		Houston, Galveston	Galveston, Houston and Henderson, of 1871.	50	20
24	Iowa	11005		Davenport, Missouri River.	Chicago, Rock Island and Pacific	318	
25	Md	2902	3502	Harrisburgh, Sunbury	Northern Central	55.9	30
26	Tenn	10004		Stevenson, Chattanooga.	Nashville and Chattanooga	39	20
27	Ohio	9022	9022	Toledo, Quincy	Toledo, Wabash and Western.	476	22
28	do	9032	9032	Cincinnati, Parkersburgh	Marietta and Cincinnati	206	30
29	Tenn	10004		Nashville, Chattanooga	Nashville and Chattanooga	153	20
30	Pa	1822	2422	Sunbury, Williamsport	Pennsylvania, Lessees.	40	22
31	Tenn	10004		Nashville, Stevenson	Nashville and Chattanooga	114	20
32	Ohio	9007	9007	Cleveland, Wellsville.	Cleveland and Pittsburgh.	101.5	30
33	S. C.	5601	5604	Florence, Wilmington.	Wilmington, Columbia & Augusta	107	25
34	do	5601	5604	Kingsville, Wilmington	do	172	25
35	Ohio	9022	9022	Clayton, Keokuk.	Toledo, Wabash and Western.	44	24
36	do	9022	9022	Buff City, Naples.	do	4	20
37	do	9030	9030	Hamilton, Dayton	Cincinnati, Hamilton and Dayton	35	30

modations for mails and agents, the trips per week, and the rates of pay per mile per annum the contract term expired June 30, 1872.

catchers; *r. p. o.*, railway post-office; *apt.*, apartment; *b. c.*, baggage-car; *d. l.*, double line; *s. l.*, (*\*)* shows the equivalent in round trips. The figures in parentheses, in the "Remarks" column, refer

Whole weight carried any distance for thirty days.			Av'ge weight card whole distance.		Size, &c., of mail-car or apartment.	Trips per week.	Pay per mile pr. annum.	Remarks.	Order.
Outward.	Inward.	Total.	Thirty days, total.	Per day, total.					
Lbs.	Lbs.	Lbs.	Lbs.	Lbs.	Feet and inches.				
952,293,364,402	1,322,697	886,633	29,554	r. p. o., 46 by 8 4, f. f. c., s. l.	38	\$375 00			1
				r. a. apt., 10 11 1/2 by 6 1, f. f. s. l.					
386,121,458,238	844,359	811,919	27,063	r. p. o., 51 by 9 10, f. f. d. l.	48	375 00			2
443,157,240,716	683,873	612,898	20,429	r. p. o., 50 by 9, f. f. c., d. l.; r. a. apt., 24 by 9, f. f. c., with r. a. on w. t.	52	375 00	In July, 1872. Main route; branch \$50, (170.)		3
535,322,121,881	657,203	631,333	21,044	r. p. o., 36 by —, 50 by —, f. f. c., 3 lines daily.	24	300 00	In May, 1872		4
513,530,192,060	705,590	679,473	32,649	r. p. o., 40 by 9, f. f. c., d. l.	12	250 00	In November, 1871		5
521,520,183,432	704,952	614,708	20,490	do	12	250 00	do		6
172,960,446,844	619,104	575,794	19,193	do	12	250 00	do		7
366,076,151,132	517,208	431,085	14,369	do	12	250 00	do		8
194,093,92,252	286,345	163,191	5,439	8 by 16 8, f. f. c., s. l.	18	247 10			9
393,283,134,834	528,117	495,295	16,509	r. p. o., 40 by 9 6, 45 by 9 6, f. f. c., s. l.; r. a. apt., 12 by 9 6, f. f. s. l.	12	200 00	In June, 1872. Part; res. \$150, (25.)		10
469,319,175,742	645,561	399,435	13,314	do	12	200 00	In June, 1872. 55.9 miles at \$150, (25.)		11
213,850,131,009	344,859	310,733	10,357			200 00	In Dec., 1871. Weight estimated.		12
203,131,98,166	301,297	170,907	5,697	r. p. o., 39 3 by 8 1, f. f. c., s. l.	18	200 00	Part; res. \$50, (121.)		13
89,786,56,442	146,228	101,204	3,373	18 9 by 8 8, f. f. & m. c., s. l.	24	200 00	In March, 1872		14
94,122,245,209	339,331	276,297	9,209	r. p. o., 39 2 by 9 1, f. f. c., s. l.	18	175 00	In Mar., 1872. Part; res. \$175, (20.)		15
118,489,278,611	397,100	217,090	7,236	18 by 8 6, f. f. s. l., to Galion 58 m.; r. p. o., 39 2 by 9 1, f. f. c., s. l., beyond Galion, 80 m.	18	175 00	In Mar., 1872		16
	201,051	6,702	r. p. o., 39 2 by 9 1, f. f. c., s. l.	18	175 00	In Dec., 1871. Part; res. \$175, (22.)			17
54,673,148,709	232,382	153,866	5,129	18 by 8 6, f. f. s. l., to Galion 58 m.; r. p. o., 39 2 by 9 1, f. f. c., s. l., beyond Galion, 80 m.	18	175 00	In Dec., 1871		18
121,851,48,532	170,383	138,576	4,619	r. p. o., 39 2 by 9 1, f. f. c., s. l.	12	175 00	In Jan., 1872		19
53,539,111,126	164,665	137,811	4,594	18 by 8 6, f. f. s. l.	18	175 00	In Mar., 1872. Part; res. \$175, (15.)		20
99,870,40,308	140,178	136,312	4,543	8 by 12, f. f. d. l.	43	175 00	Part; res. \$125, (37)		21
	90,686	3,022	18 by 8 6, f. f. s. l.	18	175 00	In Dec., 1871. Part; res. \$175, (17.)			22
18,154,64,288	82,442	79,496	2,650	12 by 9, f. f. s. l.	12	160 00	In Jan., 1872		23
183,008,124,773	307,781	255,042	8,501		12	150 00	In Dec., 1871. Weight estimated.		24
175,958,62,914	238,872	230,728	7,690	r. p. o., 40 by 9 6, 45 by 9 6, f. f. c., s. l.; r. a. apt., 12 by 9 6, f. f. s. l.	12	150 00	In June, 1872. Part; res. \$200, (10.)		25
86,018,126,146	212,164	210,798	7,027	9 by 14, f. f. c., s. l.; & r. p. o., 43 3 by 9 10, f. f. c., s. l.	20	150 00	In Jan., 1872. Part; res. \$150, (31.)		26
269,509,171,670	441,179	301,642	6,791	r. p. o., 43 by 10, f. f. c., s. l.	12	150 00	Part; res. \$150, (35, 36.)		27
85,818,92,872	178,690	111,972	3,732	14 by 9 6, f. f. s. l.	12	150 00	In Mar., 1872		28
96,531,131,114	227,645	100,792	3,359	9 by 14, f. f. c., s. l.; r. p. o., 43 3 by 9 10, f. f. c., s. l., on 38 m.	14 1/2	150 00	In Jan., 1872. Main route; br'ch \$30, (228.)		29
65,273,35,541	100,814	79,806	2,660	9 by 14, fitted, s. l.	12	150 00	Part; res. \$75, (70)		30
52,387,22,431	74,818	71,415	2,380	9 by 14, f. f. c., s. l.	13	150 00	In Jan., 1872. Part; res. \$150, (26.)		31
61,954,50,705	112,659	66,838	2,227	13 by 9, f. f. s. l.	15 1/2	150 00			32
	53,464	1,785	8 by 10, f. f. s. l.	13	150 00	Part; res. \$100, (63.)	In Mar., 1871.		33
22,122,37,937	60,059	41,639	1,388	do	13	150 00	64 miles at \$100.	In Mar., 1871.	34
15,031,8,309	23,430	17,604	586	11 4 by 9, f. f. s. l.	6	150 00	Part; res. \$150, (27, 36.)		35
5,501,2,985	8,486	8,486	282	34 by 8 8, f. f. s. l.	6	150 00	Part; res. \$150, (27, 35.)		36
66,415,28,055	94,470	84,980	2,832	8 by 12, f. f. s. l.	31	125 00	Part; res. \$175, (21.)		37



E.—Table showing the weight of the mails, the speed with which they

Order.	State.	Number of route.	New number of route.	Termini.	Corporate title of company carrying the mail.	Length of route.	Miles per hour.
38	Ind	12003	.....	Indianapolis, Cincinnati	Indianapolis, Cincinnati and Lafayette.	113.5	30
39	Mo	10512	.....	Sedalia, Fort Gibson	Missouri, Kansas, and Texas	267	17½
40	Ohio	9003	9003	Pittsburgh, Bellaire	Cleveland and Pittsburgh	94.5	30
41	Del	2801	3401	Wilmington, Dover	Philadelphia, Wilmington and Baltimore.	50.62	22
42	do	2801	3401	Wilmington, Delmar	do	96.92	22
43	Ohio	9035	9035	Valley Junction, Hagerstown	White Water Valley	69.7	18.2
44	W. Va.	4102	.....	Grafton, Parkersburgh	Baltimore and Ohio	104	28
45	Tenn	10010	.....	Memphis, Paris	Louisville and Nashville, lessees Memphis and Ohio.	132.5	22
46	Ohio	9032	.....	Cincinnati, Parkersburgh	Marietta and Cincinnati	206	25
47	Pa	1821	2421	Williamsport, Elmira	Northern Central	78	30
48	Ind	12005	.....	Indianapolis, La Fayette	Indianapolis, Cincinnati and Lafayette.	65.625	30
49	Kans	14001	.....	Kansas City, Cheyenne	Kansas Pacific	745	20
50	Ohio	9027	9027	Dayton, Toledo	Dayton and Michigan	149	30
51	Pa	2402	2402	Philadelphia, Pottsville	Philadelphia and Reading	93	23½
52	Miss	7007	7004	Mobile, Columbus	Mobile and Ohio.	472.7	20
53	Ohio	9038	9038	Salamanca, Corry	Atlantic and Great Western	61.5	35
54	S. C.	5606	.....	Charleston, Savannah	Savannah and Charleston	104	15
55	N. J.	1694	2110	Philadelphia, Bridgeton	West Jersey	38.4	24
56	Tex	8503	.....	Houston, Corsicana	Houston and Texas Central	210	25
57	Ind	12396	12018	Jeffersonville, North Vernon	Ohio and Mississippi	53.5	30
58	N. J.	1694	2110	Philadelphia, Bridgeton	West Jersey	38.4	24
59	do	1702	2111	Glassborough, Millville	do	22	25
60	Texas	8504	8503	Houston, Groesbeck	Houston and Texas Central	169.5	25
61	Miss	7003	.....	Vicksburgh, Jackson	Vicksburgh and Meridian	45.5	15
62	Pa	1830	2430	Harrisburgh, Chambersb'gh	Cumberland Valley	52	20
63	S. C.	5601	5604	Kingsville, Florence	Wilmington, Columbia and Augusta.	64	25
64	N. J.	1702	2111	Glassborough, Millville	West Jersey	22	25
65	Kans	14001	.....	Leavenworth, Lawrence	Kansas Pacific	33	20
66	Md	2908	3508	Annapolis, Annapolis Junction.	Annapolis and Elk Ridge	20	20
67	do	2906	3505	Araby, Frederick	Baltimore and Ohio	3	19
68	N. Y.	1031	.....	Canandaigua, Elmira	Northern Central	68.5	25
69	Ohio	9029	9029	Hamilton, Richmond	Cincinnati, Richmond & Chicago.	48	30
70	Pa	1822	2422	Williamsport, Erie	Pennsylvania, lessees	248	22
71	do	1804	2404	Philadelphia, Bethlehem	North Pennsylvania.	54	30
72	Ill	11422	.....	East Saint Louis, Duquoin	Saint Louis, Alton & Terre Haute	70.8	23½
73	Ohio	9011	9011	Sandusky, Newark	Baltimore and Ohio, lessees Sandusky, Mansfield and Newark.	116	25
74	Tenn	10009	.....	Guthrie, Paris	Memphis, Clarksville and Louisville.	82.5	23
75	Ohio	9006	9006	Cleveland, Leavittsburgh	Atlantic and Great Western	50	22
76	Ill	11429	.....	Sterling, Alton Junction	Rockford, Rock Island and Saint Louis.	270.8	20
77	Conn.	942	.....	Bridgeport, Winsted	Naugatuck	62	22
78	Pa	1844	2442	Pittsburgh, Oil City	Allegheny Valley	132.35	25
79	Ohio	9038	9038	Salamanca, Dayton	Atlantic and Great Western	387.5	35
80	Pa	1826	2425	Oil City, Corry	Oil Creek and Allegheny River	44.4	18
81	Ohio	9006	9006	Cleveland, Sharon	Atlantic and Great Western	81	22
82	Pa	1819	2419	Binghamton, New Hampton	Delaware, Lackawanna and Western.	144.4	25
83	Mass	672	.....	Taunton, New Bedford	New Bedford and Taunton	20.5	27

are conveyed, the accommodations for mails and agents, &c.—Continued.

Whole weight carried any distance for thirty days.			Av'ge weight car'd whole distance.		Size, &c., of mail-car or apartment.	Trips per week.	Pay per mile pr. annum.	Remarks.	Order.
Outward.	Inward.	Total.	Thirty days, total.	Per day, total.					
Lbs.	Lbs.	Lbs.	Lbs.	Lbs.	Feet and inches.				
24,097	75,828	99,925	77,235	2,574	12 by 8, f. f., s. l.	18	\$125 00	In Dec., 1871	38
58,550	34,147	92,697	49,552	1,651	18 by 7, 15 by 7 6, f. f., s. l.	7	125 00		39
47,688	53,346	101,034	90,301	3,010	8 6 by 14, 8 6 by 14 6, f. f., s. l.	13 1/2	125 00		40
40,747	21,481	62,228	42,508	1,416	24 by 9, f. f. c., d. l.	12	125 00	In July, 1872. Part; res. \$62.50, (107.)	41
43,433	23,549	66,982	30,719	1,024	do	12	125 00	In July, 1872, 46.30 miles, at \$62.50.	42
12,154	7,256	19,410	8,873	295	12 by 7 4, f. f., s. l.	6	125 00		43
71,656	95,059	166,715	92,190	3,073	13 6 by 8, f. f., s. l.	13	100 00	In Mar., 1872	44
84,164	60,597	144,761	87,104	2,903	14 by 9 6, f. f., s. l.	18	100 00	In May, 1872	45
68,176	24,398	92,574	81,172	2,705	r. p. o., 40 by 9 6, 45 by 9 6, f. f., s. l.; r. a. apt., 12 by 9 6, f. f., s. l.	12	100 00	In Sept., 1871. 9 miles at \$50.	46
52,084	13,687	65,771	60,190	2,006	12 by 8, f. f., s. l.	18	100 00	In June, 1872	47
143,198	93,815	237,013	54,007	1,800	3 car, f. f., s. l.	7 1/2	100 00	In Dec., 1871	48
55,994	33,618	89,612	49,580	1,653	8 by 12, f. f., s. l.	15*	100 00	In July, 1872. Main route; branch \$100, (65.)	49
51,581	32,369	83,950	44,282	1,476	8 6 by 11, f. f., s. l.	12	100 00		50
52,164	98,574	150,738	40,898	1,363	17 6 by 8 9, f. f., s. l.	7	100 00	In Dec., 1871. Main route; branch \$50, (132.)	51
31,956	19,558	51,514	39,337	1,311	8 by 10, f. f., s. l.	13	100 00	In Sept., 1871	52
31,845	10,716	42,561	39,219	1,307	7 by 12, f. f., s. l.	13	100 00	Part; res. \$75, (84)	53
36,142	26,016	62,158	35,065	1,168	10 10 by 6 5, f. f., s. l.	15*	100 00	In March, 1872	54
59,824	16,958	76,782	34,619	1,154	8 6 by 18, f. f. c., s. l.	6	100 00	In July, 1872	55
14,160	23,572	37,732	33,523	1,117	15 by 8, in b. c., (not partitioned,) fix, s. l. and m. c.	13	100 00	In March, 1872	56
35,175	25,510	60,685	32,663	1,095	10 10 by 6 5, f. f., s. l.	15*	100 00	In March, 1872	57
17,616	13,010	30,626	26,609	886	6 4 by 8, f. f., s. l.	12	100 00	In July, 1872	58
27,172	27,758	54,930	25,536	851	20 9 by 7 8 1/2, 18 3 by 8 9, f. f. c., s. l.	6	100 00	In October, 1871	59
13,792	13,203	26,995	23,691	790	7 2 by 12, f. f., s. l.	14	100 00	In October, 1871	60
24,817	16,331	41,148	23,291	776	8 9 by 8 4, f. f., s. l.	14 1/2	100 00	Part; res. \$75, (99.) In January, 1872.	61
			21,685	722	8 by 10, f. f., s. l.	13	100 00	Part; res. \$50, (163)	62
							100 00	Part; res. \$150, (33.) In March, 1871.	63
14,029	10,932	24,961	20,558	685	6 4 by 8, f. f., s. l.	12	100 00	In March, 1872	64
11,554	10,913	22,467	18,966	632	3 car, f. f., s. l.	18	100 00	In July, 1872. Branch; main route \$100, (49.)	65
6,389	9,112	15,501	12,164	405	r. a. in b. c., d. l.	12	100 00		66
4,890	3,369	8,259	8,259	275	b. c. No r. a.	18	100 00		67
35,684	39,662	75,346	56,738	1,891	12 by 9 6, f. f., d. l.	12	75 00	In June, 1872	68
29,247	13,466	42,713	39,013	1,300	8 by 12, f. f., s. l.	12	75 00		69
42,970	41,932	84,922	35,204	1,174	9 by 14, fitted, s. l. 182 miles, d. l. res.	14 1/2	75 00	Part; res. \$150, (30)	70
31,710	21,776	53,486	33,834	1,128	apt. in smoking car, f. f., s. l.	42	75 00	Main route; branch \$75, (103.)	71
24,786	14,049	38,835	30,633	1,021	20 by 8 6, f. f., s. l.	14 1/2	75 00	In April, 1872	72
33,080	35,777	68,857	27,440	915	6 9 by 16 6, f. f. c., s. l.	14 1/2	75 00		73
19,894	10,252	30,146	27,261	908	13 by 7 1 1/2, (average), f. f., s. l.	10*	75 00	In March, 1870	74
21,664	13,987	35,651	27,043	901	7 6 by 15, f. f., s. l.	12	75 00	Part; res. \$50, (129)	75
41,639	46,778	88,417	23,836	794	8 by 8, f. f., s. l.	6	75 00	In August, 1872	76
32,124	15,870	47,994	23,247	774	10 6 by 6 6, f. f., s. l.	12	75 00	In March, 1872	77
31,191	18,460	49,651	23,197	773	8 by 12, f. f., s. l.	12	75 00	do	78
61,171	56,284	117,455	21,834	727	8 by 10, f. f., s. l.	13	75 00	61 1/2 miles at \$100, (53)	79
17,227	21,823	39,050	21,121	704	6 9 by 10, f. f., s. l.	21 1/2	75 00	Part; res. \$50, (142.)	80
27,252	17,815	45,067	20,940	698	7 6 by 15, f. f., s. l.	12	75 00	31 miles at \$50, (129)	81
18,061	37,614	55,675	20,383	680	19 by 7, f. f., s. l.	9 1/2	75 00		82
10,756	9,536	20,292	19,767	658	Locked room. No r. a.	31*	75 00	In June, 1872	83

E.—Table showing the weight of the mails, the speed with which they

Order.	State.	Number of route.	New number of route.	Termini.	Corporate title of company carrying the mail.	Length of route.	Miles per hour.
						<i>Miles.</i>	
84	Ohio ..	9038	9038	Corry, Dayton .....	Atlantic and Great Western .....	326	35
85	Pa .....	1817	2417	Scranton, Northumberland .....	Lackawanna and Bloomsburgh .....	80.1	20
86	Mich ..	12517	.....	Detroit, Howard City .....	Detroit, Lansing and Lake Michigan .....	164	22
87	Ill .....	11412	.....	Bureau Junction, Peoria .....	Chicago, Rock Island & Pacific .....	47	.....
88	N. J .....	1709	2112	Millville, Cape May .....	West Jersey .....	41	25
89	Pa .....	1828	2427	Lancaster, Middletown .....	Pennsylvania .....	31.3	.....
90	N. J .....	1661	2116	Trenton, Mannunka Chunk, intersection with Delaware, Lackawanna and Western Railroad .....	Belvidere Delaware .....	68.7	25
91	Ky .....	9612a	.....	Evansville, Guthrie .....	Evansville, Henderson and Nashville Railroad, (American Contract Company, lessees.) .....	110.66	23
92	Tenn ..	10007	.....	Nashville, Hickman .....	Nashville and Chattanooga .....	170	20
93	Pa .....	1808	2408	Chester, Port Deposit .....	Philadelphia and Baltimore Central .....	59.25	20
94	Mich ..	12846	.....	Esconawba, Negaunee .....	Chicago and Northwestern .....	62.22	22
95	Md .....	.....	3513	Massey's Cross-Roads, Chestertown .....	Kent County .....	19.55	18½
96	Pa .....	1803	2403	Philadelphia, West Chester .....	West Chester and Philadelphia .....	27.5	23
97	do .....	1846	2444	Meadville, Oil City .....	Atlantic and Great Western .....	36.29	20
98	Ohio ..	9033	9033	Morrow, Dresden .....	Cincinnati & Muskingum Valley .....	149.4	22½
99	Miss ..	7003	.....	Jackson, Meridian .....	Vicksburg and Meridian .....	95.2	15
100	Pa .....	1814	2414	Port Clinton, Williamsport .....	Catawissa .....	121.53	23
101	Ohio ..	9026	9026	Dayton, Union City .....	Dayton and Union .....	48	25
102	N. J .....	1709	2112	Millville, Cape May .....	West Jersey .....	41	25
103	Pa .....	1804	2404	Landsdale, Doylestown .....	North Pennsylvania .....	10	20
104	do .....	1820	2420	Blossburgh, Corning .....	Tioga .....	40	16
105	Md .....	2910	3506	Weverton, Hagerstown .....	Baltimore and Ohio .....	24.25	20
106	N. J .....	1670	2115	Jamesburgh, Freehold .....	Jamesburgh and Agricultural .....	11.45	25
107	Del .....	2801	3401	Dover, Delmar .....	Philadelphia, Wilmington and Baltimore .....	46.30	22
108	do .....	2804	3402	Delmar, Crisfield .....	Eastern Shore .....	38.10	12
109	Pa .....	1806	2406	Philadelphia, Darby .....	Philadelphia and Darby .....	8	6
110	N. J .....	1602	2108	New York, Nyack .....	Northern, of New Jersey .....	30	25
111	do .....	1703	2113	Elmer, Salem .....	Salem, (West Jersey Railroad Company, lessees.) .....	16.60	24
112	Me .....	202	.....	Portland, North Conway .....	Portland and Ogdensburg .....	61.625	24
113	Iowa ..	11012	.....	Burlington, Plymouth .....	Burlington, Cedar Rapids and Minnesota .....	226.66	23
114	do .....	11016a	.....	Conover, Decorah .....	Chicago, Milwaukee and Saint Paul .....	9.5	.....
115	Ill .....	11425	.....	East Saint Louis, Terre Haute .....	Terre Haute and Indianapolis, lessees Saint Louis, Vandalia and Terre Haute Railroad .....	165.4	30
116	do .....	11426	.....	Decatur, Saint Louis .....	Toledo, Wabash and Western .....	112	22
117	Ohio ..	9020	9020	Portsmouth, Reed's Mills .....	Marietta and Cincinnati .....	56	25
118	Pa .....	1810	2410	Allentown, Waverly .....	Lehigh Valley .....	189	25
119	Texas ..	8505	.....	Hempstead, Austin .....	Houston and Texas Central .....	118.7	18½
120	Tenn ..	10008	.....	Nashville, Guthrie .....	Edgefield and Kentucky .....	48	23
121	Mo .....	10501	.....	Wyandotte, Atchison .....	Pacific, of Missouri .....	44.25	25
122	Mass ..	607	.....	Boston, Southbridge .....	Boston, Hartford and Erie .....	70	25
123	Pa .....	1810	.....	Allentown, Waverly .....	Lehigh Valley .....	189	25
124	do .....	1844	.....	Pittsburgh, Oil City .....	Allegheny Valley .....	132	20
125	Conn ..	925	.....	Norwich, Worcester .....	Norwich and Worcester .....	60	20
126	Ill .....	11425	.....	East Saint Louis, Terre Haute .....	Terre Haute and Indianapolis Railroad Comp'y, lessees Saint Louis, Vandalia and Terre Haute Railroad .....	165.4	30
127	Ohio ..	9040	9040	Columbus, Athens .....	Columbus and Hocking Valley .....	77.5	25
128	Pa .....	1836	2435	Huntingdon, Bedford, Dudley .....	Huntingdon and Broad Top .....	57.32	15

are conveyed, the accommodations for mails and agents, &c.—Continued.

Whole weight carried any distance for thirty days.			Av'ge weight car'd whole distance.		Size, &c., of mail-car or apartment.	Trips per week.	Pay per mile pr. annum.	Remarks.	Order.
Outward.	Inward.	Total.	Thirty days, total.	Per day, total.					
Lbs.	Lbs.	Lbs.	Lbs.	Lbs.	Feet and inches.				
43,762	46,969	90,731	18,569	619	8 by 10, f. s., s. l.	13	\$75 00	Part; residue \$100, (53)	84
21,034	24,404	45,438	17,919	597	7 by 10, fix., s. l.	7 <sup>3</sup> / <sub>4</sub>	75 00		85
30,265	12,543	42,808	17,195	573	8 by 8, f. f., s. l.	6	75 00	In May, 1872.	86
12,199	7,667	19,866	16,256	541			75 00	In December, 1871.	87
11,148	7,841	18,989	15,798	526	6 4 by 8, f. f., s. l.	9*	75 00	In July, 1872	88
4,640	21,603	26,243	15,503	516	10 1 <sup>1</sup> / <sub>4</sub> by 6 1, f. f., s. l.	15*	75 00		89
19,564	13,130	32,694	15,385	513	8 6 by 6 6, fix., s. l.	16 <sup>1</sup> / <sub>4</sub>	75 00		90
12,954	19,535	32,489	14,586	486	8 by 10, f. f., s. l.	12	75 00	In April, 1872.	91
18,505	8,118	26,623	14,482	482	13 by 8 4, f. f. c., s. l.	13	75 00	In January, 1872.	92
15,586	11,712	27,298	13,308	443	8 car, d. l.	12	75 00	In June, 1872.	93
9,190	3,898	13,088	13,088	436	b. c. No r. a.	6	75 00	do	94
4,319	8,817	17,136	12,975	432	6 2 by 3 6, f. f., s. l.	6	75 00	In July, 1872	95
2,978	10,993	19,971	12,873	429	6 by 7 6, 6 by 6, 5 6 by 5, fix., s. l.	18	75 00		96
9,305	7,426	16,731	11,002	366	8 by 10, f. f., s. l.	12	75 00		97
18,984	15,150	34,134	10,943	364	11 by 7, f. f., s. l.	6 <sup>1</sup> / <sub>4</sub>	75 00	In July, 1872	98
7,852	10,096	17,948	10,726	357	7 2 by 12, f. f., s. l.	7	75 00	Part; res. \$100, (61.) In January, 1872.	99
17,014	14,628	31,642	9,689	323	5 by 14, f. f., s. l.	6	75 00		100
9,419	5,927	15,346	9,008	300	11 by 7 8, fur., s. l.	6	75 00		101
6,589	5,378	11,967	8,987	299	6 4 by 8, f. f., s. l.	9*	75 00	In March, 1872	102
4,767	5,770	10,537	8,090	269	no r. a.	18	75 00	Branch; main route \$75, (71.)	103
5,765	9,474	15,239	6,762	225	6 by 10, fix., s. l.	12	75 00	Main route; branches \$50, (191, 195.)	104
5,972	3,080	9,052	6,586	219	8 8 by 8, f. f., s. l.	6	75 00		105
2,942	2,039	4,981	4,329	144	No separate apt. No r. a.	6	66 37		106
19,323	9,583	28,906	19,171	937	7 by 9, f. f. c., d. l.	12	62 50	In July, 1872. Part; res. \$125, (41.)	107
9,335	5,698	15,033	8,526	284	9 by 24, f. f. c., s. l.	6	62 50	In July, 1872	108
645	338	983	983	33	No r. a.	9*	62 50		109
5,366	2,276	7,642	5,168	172	6 by 6, f. f., s. l.	6	62 16	In June, 1872	110
5,778	3,650	9,428	7,255	242	7 by 7. No r. a.	12	60 24		111
11,854	5,291	17,145	10,281	342	7 by 10, f. f., d. l., 11 miles; residue no r. a.	12	60 00		112
25,924	12,956	38,880	9,166	306	8 by 10, furniture, s. l.	6	55 00	In March, 1872	113
4,086	3,894	7,980	7,980	266	b. c. No r. a.	12	55 00	In May, 1872.	114
44,729	73,775	118,504	96,517	3,217	11 by 7 6, 22 by 7 6, f. f. c., s. l.	12	50 00	In March, 1872	115
35,430	26,146	61,576	47,975	1,599	17 6 by 8 6, f. f., s. l.	12	50 00	In May, 1872	116
16,035	29,763	45,798	31,136	1,038	14 by 9 6, f. f., s. l.	6	50 00		117
45,235	56,961	102,196	28,113	937	7 by 10, 6 by 16, f. f., 24 lines daily, 29 miles, s. l. res.	9*	50 00		118
24,252	8,315	32,567	25,203	840	20 9 by 7 8 <sup>1</sup> / <sub>4</sub> , 18 3 by 8 9, f. f. c., s. l.	6	50 00	In March, 1872	119
18,598	8,717	27,315	25,084	836	8 by 10, f. f., s. l.	12	50 00	In April, 1872	120
25,747	12,500	38,247	23,684	789	r. p. c., 39 3 by 8 1, f. f. c., s. l.	12	50 00	Part; res. \$200, (13.) In March, 1872.	121
27,196	20,504	47,700	21,118	704	8 by 12, f. f., d. l.	12	50 00	In March, 1872.	122
51,582	46,371	97,953	19,969	666	7 by 10, 6 by 16, f. f., 24 lines daily 29 miles, s. l. res.	9*	50 00	In July, 1870.	123
34,761	14,416	39,177	18,843	628	8 by 10, f. f., s. l.	12	50 00	In December, 1871.	124
18,927	16,918	35,845	17,370	579	10 by 6 3, f. f., s. l.	15*	50 00	In March, 1872.	125
13,125	15,703	28,828	13,116	486	11 by 7 6, 22 by 7 6, f. f., c. s. l.	12	50 50	27 days. In Jan., 1871.	126
14,121	9,039	23,160	13,195	439	12 by 7, f. f., s. l.	12	50 00	Main route; branch \$50, (190.)	127
9,796	7,189	16,985	10,367	345	7 by 15, fixtures, s. l.	6	50 00		128

E.—Table showing the weight of the mails, the speed with which they

Order.	State.	Number of route.	New number of route.	Termini.	Corporate title of company carrying the mail.	Length of route.	Miles per hour.
						<i>Miles.</i>	
129	Ohio ..	9006	9006	Leavittsburgh, Sharon .....	Atlantic and Great Western .....	31	22
130	Pa .....	1841	2440	Blairsville, Allegheny .....	Pennsylvania .....	63. 7	18 $\frac{1}{2}$
131	Minn ..	13561		La Crosse, Winnebago City .....	Southern Minnesota .....	170. 5	20
132	Miss ..	7007	7004	Artesia, Columbus .....	Mobile and Ohio .....	14	18
133	Pa .....	1840	2439	Tyrone, Lock Haven, Bellefonte .....	Pennsylvania, lessees .....	57. 6	17
134	do .....	1837	2436	Tyrone, Clearfield .....	do .....	40. 23	15
135	N. J ..	1608	2126	New York, Pemberton Junction .....	New Jersey Southern .....	84. 6	22
136	Pa .....	1834	2434	Hanover, Gettysburgh .....	Susquehanna, Gettysburgh and Potomac .....	17. 5	20
137	do .....	1845	2443	Branch Junction, Indiana .....	Pennsylvania .....	19	18
138	Mo .....	10508		Tipton, Boonville .....	Pacific, of Missouri .....	25	12 $\frac{1}{2}$
139	Mass ..	606		Boston, Woonsocket Falls .....	Boston, Hartford and Erie .....	39. 68	22
140	Kans ..	14006		Junction City, Parsons .....	Missouri, Kansas and Texas .....	156. 25	17 $\frac{1}{2}$
141	Pa .....	1833	2433	Hanover Junction, Littlestown .....	Hanover Branch .....	20. 4	20
142	do .....	1826	2425	Irvine, Oil City .....	Oil Creek and Allegheny River .....	50. 2	18
143	Ohio ..	9005	9005	Hudson, Millersburgh .....	Cleveland, Zanesville and Cincinnati .....	62	24
144	Mass ..	672		New Bedford, West Wareham .....	New Bedford and Taunton .....	16. 25	25
145	Kans ..	14004		Saint Joseph, Hanover .....	Saint Joseph and Denver City .....	127	16
146	Tenn ..	10123		Nashville, Lebanon .....	Tennessee and Pacific .....	31	15
147	Del .....	2803	3403	Clayton, Easton .....	Maryland and Delaware .....	44	20
148	Miss ..	7007		Muldon, Aberdeen .....	Mobile and Ohio .....	9	18
149	Pa .....	1823	2413	Pottsville, Tamaqua .....	Philadelphia and Reading .....	17. 5	16
150	N. Y ..	1577		Syracuse, Lacona .....	Syracuse Northern .....	44. 92	16
151	Ohio ..	9028	9028	Hamilton, Indianapolis .....	Cincinnati and Indianapolis Junction .....	99. 01	22
152	N. J ..	1698	2107	Camden, Atlantic City .....	Camden and Atlantic .....	60	25
153	Pa .....	1839	2438	Cresson, Ebensburg .....	Pennsylvania .....	11. 3	11
154	Iowa ..	11008		Albia, Northwood .....	Central, of Iowa .....	189. 2	20
155	Md .....	2907	3507	Lake Roland, Sabillasville .....	Western Maryland .....	62. 6	16
156	Pa .....	1835	2415	Sunbury, Hazleton .....	Danville, Hazleton and Wilkesbarre .....	54. 2	20
157	Ala .....	6729	6611	Gainesville, Gainesville Junction .....	Mobile and Ohio .....	22	18
158	Mass ..	745		Worcester, Gardner .....	Boston, Barre and Gardner .....	27	25
159	Pa .....	1862	2454	Freeport, Butler .....	Pennsylvania .....	21. 4	14
160	do .....	1818	2418	Scranton, Carbondale .....	Delaware and Hudson Canal and Railroad .....	17	17
161	Ala .....	6615		Chattanooga, Birmingham .....	Alabama and Chattanooga .....	143	20
162	Pa .....	1832	2432	York, Columbia .....	Pennsylvania, lessees .....	14	15
163	do .....	1830	2430	Chambersburgh, Hagerstown .....	Cumberland Valley .....	22	20
164	Ill .....	11433		Beardstown, Shawneetown .....	Springfield and Illinois South-eastern .....	220. 7	22
165	Pa .....	1875		Lawrenceville, Wellsborough .....	Fall Brook Coal Company, lessees Wellsborough and Lawrenceville Railroad .....	23. 5	15
166	Ohio ..	9041	9041	Niles, New Lisbon .....	Niles and New Lisbon .....	33. 14	17
167	Md .....	2909	3510	Salisbury, Berlin .....	Wiconico and Pocomoke .....	23	20
168	Pa .....	1875	2466	Lawrenceville, Wellsborough .....	Fall Brook Coal Company, lessees Wellsborough and Lawrenceville Railroad .....	23. 5	18
169	N. J {	1628 }	2121	Waterloo, Franklin Furnace, Branchville .....	Sussex .....	31	23
170	Md. {	1741 }	3501	Perryville, Port Deposit .....	Philadelphia, Wilmington and Baltimore .....	4	33
171	Mich ..	12523		Monteith, Muskegon .....	Michigan, Lake Shore .....	68. 75	19
172	Mo .....	10517a		Pleasant Hill, Lawrence .....	Pacific, of Missouri .....	62	20
173	Del .....	2802	3404	Harrington, Lewes .....	Junction and Breakwater .....	38. 83	20
174	Pa .....	1838	2437	Altoona, Martinsburgh .....	Pennsylvania .....	31. 27	15
175	N. J ..	1608	2126	Eatontown, Port Monmouth .....	New Jersey Southern .....	9. 8	20
176	Pa .....	1853	2446	Jamestown, Oil City .....	Lake Shore and Michigan Southern, lessees .....	51. 93	20
177	N. J ..	1654	2117	Lambertsville, Flemington .....	Belvidere Delaware .....	12. 13	25

are conveyed, the accommodations for mails and agents, &amp;c.—Continued.

Whole weight carried any distance for thirty days.			Av'ge weight car'd whole distance.		Size, &c., of mail-car or apartment.	Trips per week.	Pay per mile pr. annum.	Remarks.	Order.
Outward.	Inward.	Total.	Thirty days, total.	Per day, total.					
Lbs.	Lbs.	Lbs.	Lbs.	Lbs.	Feet and inches.				
13,832	11,504	25,336	10,309	343	7 6 by 15, f. f., s. l.	12	\$50 00	Part; res. \$75, (75).....	129
7,092	15,390	22,482	10,209	340	5 by 8, f. f., s. l.	7½*	50 00	.....	150
18,809	13,257	32,066	9,775	326	10 by 12, f. f., s. l.	6	50 00	In January, 1872.....	131
5,690	3,915	9,605	9,605	320	b. c.	7	50 00	In Dec., 1871. Branch; main route \$100, (52.)	132
2,590	6,339	14,929	9,512	317	8 by 10 9, f. f., s. l.	12	50 00	.....	133
8,215	4,134	12,349	9,071	302	do.	6	50 00	.....	134
13,145	7,930	21,075	8,722	290	6 7 by 7 7, 6 7 by 7 1, f. f., s. l.	10½*	50 00	Main route; branches \$50, (175, 182, 197.)	135
6,203	3,614	9,817	8,624	287	8 by 6, fixtures, d. l.	12	50 00	.....	136
11,077	4,695	15,772	8,570	285	b. c. No r. a.	12	50 00	.....	137
6,467	3,867	10,334	8,546	285	16 2 by 9 4. No r. a.	6	50 00	In March, 1872.....	138
11,223	8,187	19,410	8,278	276	b. c. No r. a.	12	50 00	.....	139
15,030	13,766	28,796	8,184	272	18 by 7, 15 by 7 6, f. f., s. l.	7	50 00	In September, 1871.....	140
9,028	7,347	16,375	7,938	264	6 by 10, f. f., d. l., 13 miles; b. c. residue.	11½*	50 00	.....	141
6,653	7,112	13,765	7,758	258	6 9 by 10, f. f., s. l.	7.8*	50 00	Part; res. \$75, (80).....	142
13,427	8,685	22,112	7,636	254	7 10 by 11 7, f. f., s. l.	6	50 00	.....	143
3,443	5,264	8,707	7,297	242	Locked room. No r. a.	15*	50 00	In June, 1872.....	144
11,046	5,699	16,745	6,663	222	12 10 by 7 8, f. f., s. l.	6	50 00	In July, 1872.....	145
6,354	1,758	8,112	6,666	222	6 by 8, locked. No r. a.	12	50 00	In January, 1872.....	146
3,304	6,944	10,248	6,531	218	7 by 10, f. f., s. l.	6	50 00	.....	147
3,780	2,765	6,545	6,545	218	b. c.	7	50 00	In December, 1871.....	148
4,180	3,200	7,380	6,478	216	b. c. No r. a.	9	50 00	.....	149
7,859	5,379	13,238	6,418	214	7 by 9, f. f., s. l.	6	50 00	In June, 1872.....	150
9,099	9,465	18,564	6,417	213	10 by 7, f. f., s. l.	6	50 00	.....	151
8,831	5,368	14,199	6,365	212	8 6 by 6, f. f., s. l.	12	50 00	.....	152
2,348	3,181	5,529	5,529	184	b. c. No r. a.	12	50 00	.....	153
14,493	17,317	31,810	5,214	177	13 by 7 6, fixtures, s. l.	6	50 00	In February, 1872.....	154
8,462	4,030	12,492	5,206	174	8 5 by 7 5, f. f., s. l.	6	50 00	.....	155
4,028	4,715	8,743	5,141	171	8 by 10, f. f., s. l.	6	50 00	.....	156
1,839	3,292	5,131	5,131	171	b. c.	7	50 00	In December, 1871.....	157
4,907	3,077	7,984	4,938	164	7 by 6 6, f. f., d. l.	12	50 00	In June, 1872.....	158
4,071	1,867	5,938	4,907	163	11 by —, f. f., d. l.	12	50 00	.....	159
5,142	842	5,984	4,608	156	No r. a.	12	50 00	.....	160
5,650	4,375	10,025	4,512	150	8 by 10, f. f., s. l.	6	50 00	In June, 1872. Part.....	161
3,148	2,688	5,836	4,406	146	b. c. No r. a.	12	50 00	.....	162
4,954	2,550	7,504	4,296	143	8 9 by 8 4, f. f., s. l.	9*	50 00	Part; residue \$100, (62).....	163
17,791	14,739	32,530	4,286	142	7 by 11, f. f., s. l.	6	50 00	In May, 1872.....	164
3,284	2,083	5,367	4,073	136	10 6 by 7 6, f. f., s. l.	12	50 00	In January, 1872.....	165
6,649	4,606	11,255	3,905	130	8 10 by 6 8, f. f., s. l.	6	50 00	.....	166
2,622	1,571	4,193	3,825	127	apt. in passenger-car, fixtures, s. l.	6	50 00	.....	167
2,854	2,350	5,204	3,797	126	11 by 7 6, f. f. c., s. l.	12	50 00	In June, 1872.....	168
4,600	4,185	8,785	3,621	120	apt. 12 by 8 to be provided 1 July, and r. a.	8½	50 00	\$100 side-service.....	169
2,439	1,156	3,595	3,595	119	No r. a.	12	50 00	In July, 1872. Branch; main route \$375, (3.)	170
4,952	2,831	7,783	3,516	117	8 by 10, f. f., s. l.	6	50 00	In January, 1872.....	171
2,910	785	3,695	3,482	116	10 7 by 6 11, s. l.	6	50 00	In March, 1872.....	172
4,236	2,587	6,823	3,458	115	8 by 10, f. f., s. l.	6	50 00	.....	173
5,484	7,477	12,961	3,295	109	b. c. No r. a.	15*	50 00	.....	174
3,875	2,327	6,202	3,043	101	b. c. No r. a.	12	50 00	Branch; main route \$50, (135.)	175
3,680	3,430	7,110	2,990	100	18 by 8 9, f. f., s. l.	6	50 00	In June, 1872.....	176
1,816	2,074	3,890	2,870	95	No r. a.	12	50 00	.....	177

E.—Table showing the weight of the mails, the speed with which they

Order.	State.	Number of route.	New number of route.	Termini.	Corporate title of company carrying the mail.	Length of route.	Miles per hour.
						<i>Miles.</i>	
178	Pa . . .	1842	2441	Washington, Wheeling .....	Hempfield Railroad, (operated by Baltimore and Ohio.)	32	16
179	Texas.	8561	8505	Hempstead, Giddings .....	Houston and Texas Central .....	60.3	25
180	Pa . . .	1858	2450	Junction, Milroy .....	Pennsylvania, lessees .....	12.4	18
180	N. J . .	1748	2130	Whiting, Tuckerton .....	Tuckerton .....	29.56	25
181	Md . . .	2905	3512	Cumberland, Piedmont .....	Cumberland and Pennsylvania .....	34	12
182	N. J . .	1608	2126	Manchester, Tom's River .....	New Jersey Southern .....	7.5	28
183	Md . . .	2913	3511	Townsend, Centreville .....	Queen Anne's and Kent .....	36	25
184	Pa . . .	1859	2451	Pottsville, Frackville .....	Philadelphia and Reading .....	12.26	11.5
185	do . . .	1854	2447	Bethlehem, Chapman Quarries.	Lehigh and Lackawanna .....	15	12
186	do . . .	1823	2423	Sunbury, Mount Carmel .....	Northern Central .....	28	20
187	Ohio . .	9042	9042	Newark, Somerset .....	Newark, Somerset and Straitsville, (operated by Balt. & Ohio.)	24.67	22.5
188	Wis . . .	13394	9040	Oshkosh, Ripon .....	Milwaukee and Saint Paul .....	21	22
189	N. J . .	1745	2118	Greensburg, Pennington .....	Belvidere Delaware .....	5.6	20
190	Ohio . .	9040	9040	Logan, New Straitsville .....	Columbus and Hocking Valley ..	13	25
191	Pa . . .	1820	2420	Blossburgh, Morris Run .....	Tioga .....	4	16
192	do . . .	1848	2469	Lewistown Junction, Sunbury.	Pennsylvania, lessees .....	50	20
193	N. J . .	1746	2129	Atsion, Bridgeton .....	Vineland .....	37.75	25
194	do . . .	1748	2130	Whiting, Tuckerton .....	Tuckerton .....	29.56	18
195	Pa . . .	1820	2420	Blossburgh, Arnot .....	Tioga .....	4	16
196	do . . .	1827	2426	Strasburgh, Leaman Place .....	Herr & Co. ....	5	20
197	N. J . .	1608	2127	Whiting's, Atco .....	New Jersey Southern .....	33.3	17
198	do . . .	1721	2102	Somerville, Flemington .....	Central, of New Jersey .....	16.06	20
199	Ohio . .	9009	9009	Bayard, New Philadelphia .....	Cleveland and Pittsburgh .....	32	15
200	do . . .	9014	9014	Springfield, Delaware .....	Cleveland, Columbus, Cincinnati and Indianapolis.	50	25
201	Pa . . .	1857	2413	Shamokin, Herndon .....	Philadelphia and Reading .....	21	17
202	Ohio . .	9010	9010	Oneida Mills, Carrollton .....	Carrollton and Oneida .....	12	10
203	Pa . . .	1816	2416	Hazle Creek Bridge, Hazleton.	Lehigh Valley, lessees .....	10 7-12	20
204	Iowa . .	11013	.....	Cedar Rapids, Cedar Falls ..	Burlington, Cedar Rapids and Minnesota.	61.8	25
205	Pa . . .	1815	2413	Tamaqua, Shamokin .....	Philadelphia and Reading .....	42	17
206	do . . .	1805	2405	Philadelphia, Norristown ..	Philadelphia and Reading, lessees Philadelphia, Germantown and Norristown.	17	16.5
207	do . . .	1860	2452	Greenville, Irishtown .....	Shenango and Allegheny .....	23.5	15
208	Ohio . .	9024	9024	Fremont, Findlay .....	Lake Erie and Louisville .....	37	15
209	Md . . .	2911	3509	Cambridge, Seaford .....	Dorchester and Delaware .....	33.5	20
210	Pa . . .	1863	2455	Wilmington, Birdsborough.	Wilmington and Reading .....	63.6	20
211	do . . .	1865	2457	Junction, Schwenk's Store ..	Philadelphia and Reading .....	11	19
212	do . . .	1874	2468	Lewisburgh, Mifflinburg .....	Pennsylvania, lessees .....	9.2	16
213	Ohio . .	9043	9043	Clinton, Massillon .....	Cleveland and Mount Vernon ..	13.7	24
214	Pa . . .	1870	2462	Schnylkill Haven, Glen Carbon.	Philadelphia and Reading .....	13	15.6
215	do . . .	1866	2458	Pottstown, Colebrookdale ..	do .....	13.75	17
216	Ind . . .	12011	.....	Cambridge City, Columbus ..	Jeffersonville, Madison and Indianapolis.	66	22
217	Pa . . .	.....	2471	Towanda, Barclay .....	Towanda Coal Company .....	16	10
218	do . . .	1868	2460	Lebanon, Pine Grove .....	Philadelphia and Reading .....	24	24
219	do . . .	1873	2470	Union City, Titusville .....	Union and Titusville .....	23.55	15
220	Ohio . .	9019	9019	Blanchester, Hillsborough ..	Marietta and Cincinnati .....	21	25
221	Ky . . .	97964	.....	Anchorage, Shelbyville .....	Shelby .....	18	20
222	Pa . . .	1855	2448	Downingtown, Honey Brook	Pennsylvania, lessees East Brandywine and Waynesburgh Railway.	18	15
223	Tenn . .	10007	.....	Nashville, Hickman .....	Nashville and Chattanooga .....	170	20
224	Pa . . .	1812	2412	Penn Haven, Treackow, Audens Reid.	Lehigh Valley .....	17.5	20
225	Iowa . .	11012	.....	Burlington, Cedar Rapids ..	Burlington, Cedar Rapids and Minnesota.	98.7	25

are conveyed, the accommodations for mails and agents, &c.—Continued.

Whole weight carried any distance for thirty days.			Av'ge weight car'd whole distance.		Size, &c., of mail-car or apartment.	Trips per week.	Pay per mile pr. annum.	Remarks.	Order.
Outward.	Inward.	Total.	Thirty days, total.	Per day, total.					
Lbs.	Lbs.	Lbs.	Lbs.	Lbs.	Feet and inches.				
2 245	2 854	5 099	2 842	94	7 by 5, f. f., s. l.	12	\$50 00		178
2 197	1 772	3 969	2 740	91	20 9 by 7 8 1/2, 18 3 by 8 9, f. f., c. s. l.	6	50 00	In October, 1871.	179
2 560	1 497	4 057	2 731	91	b. c. Nor. a.	6	50 00		180
2 753	1 714	4 467	2 701	90	6 by 6, furnished, s. l.	6	50 00	In July, 1872.	180
1 772	4 622	6 394	2 501	83	11 8 by —, f. f., s. l.	6	50 00		181
1 336	1 145	2 481	2 481	82	b. c. Nor. a.	12	50 00	Branch; main route \$50, (135.)	182
3 092	2 134	5 226	2 413	81	15 by 10, f. f., s. l.	6	50 00	In June, 1872.	183
3 132	2 267	5 399	2 288	74	b. c. Nor. a.	6	50 00	Paid only for 8 miles.	184
1 654	1 100	2 754	2 141	71	b. c.	12	50 00		185
2 179	1 754	3 933	2 117	70	12 by 9 6, f. f., s. l.	6	50 00	In June, 1872.	186
2 079	1 082	3 161	2 019	67	b. c. Nor. a.	6	50 00	do	187
1 585	1 544	3 129	1 936	64	25 by —, f. f., s. l.	6	50 00	In March, 1872.	188
1 047	720	1 767	1 767	59	Nor. a.	12	50 00		189
866	672	1 538	1 316	43	12 by 7, f. f., s. l.	12	50 00	Branch; main route \$50, (127.)	190
854	388	1 242	1 242	41	Nor. a.	6	50 00	Branch; main route \$75, (104.)	191
2 347	2 804	5 151	1 054	35	7 by 8, f. f., s. l.	6	50 00	Paid only for 45 miles.	192
1 143	904	2 047	890	30	7 by 8, f. f., s. l.	6	50 00		193
902	106	1 008	848	28	7 by 8, closet, s. l.	6	50 00		194
470	278	748	748	25	Nor. a.	6	50 00	Branch; main route \$75, (104.)	195
498	252	748	748	24	do.	6	50 00		196
875	799	1 674	603	19	b. c. r. a., s. l.	6	50 00	Branch, (old;) main route \$50, (135.)	197
2 250	2 250	4 500	4 500	150	No apartment.	6	43 00		198
6 836	5 279	12 115	5 240	174	13 by 9, f. f., s. l.	6	42 87		199
7 452	8 575	16 027	10 719	357	18 by 8 6, fixtures, s. l.	6	42 86		200
1 641	1 491	3 132	2 486	83	b. c. Nor. a.	6	42 86		201
1 747	889	2 636	2 636	94	Nor. a.	6	41 66	28 days	202
8 770	5 497	14 267	12 568	419	7 by 10, f. f., d. l.	15	40 00		203
8 370	4 703	13 073	8 722	290	8 by 10, f. f., s. l.	6	40 00	In October, 1871.	204
12 647	8 520	21 167	8 041	268	b. c. Nor. a.	6	40 00		205
4 170	2 769	6 939	6 544	218	b. c. Nor. a.	12	40 00		206
5 060	4 937	9 997	6 153	205	r. a. in b. c., s. l.	6	40 00		207
5 589	3 479	9 068	5 494	183	5 by 13, fixtures, s. l.	6	40 00		208
2 350	4 029	6 379	3 846	128	8 by 13 6, f. f., s. l.	6	40 00	In February, 1872.	209
5 829	4 334	10 163	3 388	113	7 by 11, f. f., s. l.	6	40 00		210
2 812	1 222	4 034	2 509	86	b. c. Nor. a.	6	40 00		211
5 473	3 154	8 627	2 355	79	b. c. Nor. a.	12	40 00		212
1 462	1 345	2 807	2 017	67	b. c.	6	40 00		213
2 264	1 360	3 624	1 970	65	b. c. Nor. a.	12	40 00		214
1 971	1 355	3 326	1 965	65	b. c. Nor. a.	6	40 00		215
3 811	4 325	8 136	1 670	56	6 by 10, f. f., s. l.	6	40 00	In January, 1872.	216
921	669	1 590	1 288	43	r. a. in b. c., s. l.	6	40 00	In July, 1872. Paid for 12 miles only.	217
2 092	1 249	3 341	1 042	34	6 by 6 6, fixtures, s. l.	6	40 00		218
1 584	1 605	3 189	972	32	9 by 14, f. f., s. l.	6	40 00		219
7 058	4 362	11 420	8 263	275	b. c. Nor. a.	6	37 45		220
3 440	1 710	5 150	4 139	138	2 by 5 by 4, d. l.	12	33 33	In March, 1872.	221
2 413	1 757	4 170	2 438	81	b. c. Nor. a.	6	33 33		222
15 605	14 084	29 689	12 562	419	9 by 14, fixtures, s. l.	13	30 00		223
15 364	7 453	22 817	11 225	374	7 by 10, f. f., d. l. to Hazleton Junction, s. l. residue.	10 1/2	30 00		224
11 066	8 990	20 046	8 638	288	8 by 10, f. f., s. l.	6	30 00	In October, 1871.	225



E.—Table showing the weight of the mails, the speed with which they

Order.	State.	Number of route.	New number of route.	Termini.	Corporate title of company carrying the mail.	Length of route. <i>Miles.</i>	Miles per hour.
226	Pa. . . .	1831	2431	Columbia, Sinking Springs..	Reading and Columbia .....	39. 49	20. 2
227	do . . . .	1831	2431	Junction, Lancaster .....	do .....	8	12
228	Tenn. . . .	10004	.....	Wartrace, Shelbyville .....	Nashville and Chattanooga .....	8	12
229	Pa. . . .	1829	2428	Harrisburgh, Auburn .....	Schuylkill and Susquehanna .....	59	22
230	Ky. . . .	9738	.....	Elizabethtown, Greenville ..	Elizabethtown and Paducah .....	92. 8	13
231	Pa. . . .	1829	2460	Pine Grove, Tremont .....	Schuylkill and Susquehanna .....	7	21
232	Mo. . . .	10515a	.....	Hannibal, Moberly .....	Toledo, Wabash and Western .....	70. 67	15
233	Ill. . . .	11430	.....	Sagetown, Keithsburg .....	Rockford, Rock Island and Saint Louis.	18	18
234	Pa. . . .	1867	2459	Oleopolis, Pithole City .....	Pithole Valley .....	7	12
235	Ohio . . . .	9044	9044	Marietta, Caldwell .....	Marietta and Pittsburgh .....	35	20
236	Tenn. . . .	10095	.....	Jasper, Bridgeport .....	Nashville and Chattanooga .....	12	12
237	Ga. . . .	6144	.....	Cartersville, Taylorsville ..	Cherokee .....	13. 5	15
238	Pa. . . .	1856	2449	West Chester, Intersection ..	West Chester .....	9	18
239	do . . . .	1811	2411	Penn Haven, Mount Carmel ..	Lehigh Valley .....	49. 7	20
240	do . . . .	1861	2453	Carlisle, Mountain Creek ..	South Mountain Iron Company ..	18. 51	10
241	do . . . .	1807	2407	Bridgeport, Downingtown ..	Philadelphia and Reading .....	21. 5	16

are conveyed, the accommodations for mails and agents, &c.—Continued.

Whole weight carried any distance for thirty days.			Av'ge weight car'd whole distance.		Size, &c., of mail-car or apartment.	Trips per week.	Pay per mile pr. annum.	Remarks.	Order.
Outward.	Inward.	Total.	Thirty days, total.	Per day, total.					
<i>Lbs.</i>	<i>Lbs.</i>	<i>Lbs.</i>	<i>Lbs.</i>	<i>Lbs.</i>	<i>Feet and inches.</i>				
7,323	5,630	12,953	6,333	211	7 10 by 6, s. l.	12	\$30 00	Main route; branch \$30, (227.)	226
1,823	4,100	5,923	5,666	188	b. c. No r. a.	6	30 00	Branch; main route \$30, (226.)	227
2,390	1,424	3,814	3,814	127	No r. a.	13	30 00	In January, 1872. Branch; main route \$150, (29.)	228
3,080	4,054	7,134	3,068	102	b. c. No r. a.	6	30 00	Main route; branch \$30, (231.)	229
5,071	3,582	8,653	2,589	86	mail car, f. f., s. l.	6	30 00	In August, 1871	230
1,408	816	2,224	2,224	74	b. c. No r. a.	6	30 00	Branch, (old;) main route \$30, (229.) Part of new route.	231
2,538	2,236	4,774	1,763	59	9 by 12, f. f., s. l.	6	30 00	In May, 1872	232
2,270	592	2,862	1,715	57	b. c.	6	30 00	In July, 1872	233
1,111	531	1,642	1,642	54	6 by 6. No r. a.	6	30 00		234
1,142	435	1,597	1,019	34	7 6 by 10, f. f., s. l.	6	30 00		235
530	122	652	652	22	No apartment	6	30 00		236
260	133	393	393	14	6 by 8. No dept. r. a.	6	30 00	27 days. In August, 1871.	237
934	476	1,410	1,410	47	Closet, locked. No r. a.	6	27 77		238
4,310	2,639	6,949	3,350	111	7 by 10, f. f., s. l.	7	25 00		239
1,530	1,119	2,649	1,163	39	Closet. No r. a.	6	25 00		240
1,113	534	1,647	741	25	b. c. No r. a.	6	25 00		241

JOHN L. ROUTT,  
Second Assistant Postmaster-General.

## Index to Table E.

Title.	Order.	Number of route.	New number of route.	Title.	Order.	Number of route.	New number of route.
Alabama and Chattanooga	161	6615	.....	Cumberland Valley	62	1830	2430
Allegheny Valley	78	1844	2442	Do	163	1830	2430
Do	124	1844	.....	Danville, Hazleton and	156	1835	2415
American Contract Company, (lessees Evansville, Henderson and Nashville Railroad.)	91	9612a	.....	Wilkesbarre	.....	.....	.....
Annapolis and Elk Ridge	66	2908	3508	Dayton and Michigan	50	9027	9027
Atlantic and Great Western	53	9038	9038	Dayton and Union	101	9026	9026
Do	75	9006	9006	Delaware and Hudson Canal	160	1818	2418
Do	79	9038	9038	and Railroad	.....	.....	.....
Do	81	9006	9006	Delaware, Lackawanna and	82	1819	2419
Do	84	9038	9038	Western	.....	.....	.....
Do	97	1846	2444	Detroit, Lansing and Lake	86	12517	.....
Do	129	9006	9006	Michigan	.....	.....	.....
Baltimore and Ohio	2	2903	3503	Dorchester and Delaware	209	2911	3509
Do	9	2904	3504	East Brandywine and	.....	.....	.....
Do	44	4102	.....	Waynesburgh. (See Penn-	.....	.....	.....
Do	67	2906	3505	sylvania.)	108	2804	3402
Baltimore and Ohio, (lessees	73	9011	9011	Eastern Shore	.....	.....	.....
Sandusky, Mansfield and	.....	.....	.....	Edgefield and Kentucky	120	10008	.....
Newark Railroad.)	.....	.....	.....	Elizabethtown and Paducah	230	9738	.....
Baltimore and Ohio, (operat-	105	2910	3506	Evansville, Henderson and	.....	.....	.....
ing Hempfield Railway.)	178	1842	2441	Nashville. (See American	.....	.....	.....
Baltimore and Ohio, (lessees	187	9042	9042	Contract Comp'y, lessees.)	.....	.....	.....
Newark, Somerset and	.....	.....	.....	Fall Brook Coal Company,	165	1875	.....
Straitsville Railway.)	.....	.....	.....	(operating Wellsborough	.....	.....	.....
Belvidere Delaware	90	1661	2116	and Lawrenceville Rail-	.....	.....	.....
Do	177	1654	2117	road.)	168	1875	2460
Do	189	1745	2118	Do	23	8502	.....
Boston, Barre and Gardner	158	745	.....	Galveston, Houston and	.....	.....	.....
Boston, Hartford and Erie	122	607	.....	Henderson	.....	.....	.....
Do	139	606	.....	Hanover Branch	141	1833	2433
Burlington, Cedar Rapids and	113	11012	.....	Hempfield. (See Baltimore	.....	.....	.....
Minnesota	.....	.....	.....	and Ohio.)	.....	.....	.....
Do	204	11013	.....	Herr and Company	196	1827	2426
Do	225	11012	.....	Houston and Texas Central	56	8505	.....
Camden and Atlantic	152	1698	2107	Do	60	8503	8504
Carrollton and Oneida	202	9010	9010	Do	119	8505	.....
Catawissa	100	1814	2414	Do	179	8561	8505
Central, of Iowa	154	11008	.....	Huntingdon and Broad Top	128	1836	2435
Central, of New Jersey	198	1721	2102	Indianapolis, Cincinnati and	38	12003	.....
Central Ohio	14	9001	9001	Lafayette	.....	.....	.....
Cherokee	237	6144	.....	Do	48	12005	.....
Chicago and Northwestern	94	12846	.....	Jamesburgh & Agricultural	106	1670	2115
Chicago, Milwaukee and Saint	114	11016a	.....	Jeffersonville, Madison and	216	12001	.....
Paul	.....	.....	.....	Indianapolis	.....	.....	.....
Chicago, Rock Island and	12	11404	.....	Junction and Breakwater	173	2802	3404
Pacific	.....	.....	.....	Kansas Pacific	49	14001	.....
Do	24	11005	.....	Do	65	14001	.....
Do	87	11412	.....	Kent County	95	.....	3513
Cincinnati and Indianapolis	151	9028	9028	Lackawanna & Bloomsburgh	85	1817	2417
Junction	.....	.....	.....	Lake Erie and Louisville	208	9024	9024
Cincinnati and Muskingum	98	9033	9033	Lake Shore and Michigan	4	12501	.....
Valley	.....	.....	.....	Southern	.....	.....	.....
Cincinnati, Hamilton and	21	9030	9030	Do	5	9004	.....
Dayton	.....	.....	.....	Do	6	1039	.....
Do	37	9030	9030	Do	7	9021	.....
Cincinnati, Richmond and	69	9029	9029	Do	8	12501	.....
Chicago	.....	.....	.....	Lake Shore and Michigan	176	1853	2446
Cleveland and Mount Vernon	213	9043	9043	Southern, (lessees.)	.....	.....	.....
Cleveland and Pittsburgh	32	9007	9007	Lehigh and Lackawanna	185	1854	2447
Do	40	9003	9003	Lehigh Valley	118	1810	2410
Do	199	9009	9009	Do	123	1810	.....
Cleveland, Columbus, Cincin-	15	9015	9015	Lehigh Valley, (lessees.)	203	1816	2416
nati and Indianapolis	.....	.....	.....	Lehigh Valley	224	1812	2412
Do	16	9015	9015	Do	239	1811	2411
Do	17	9015	.....	Louisville and Nashville,	45	10010	.....
Do	18	9015	.....	(lessees Memphis and Ohio.)	.....	.....	.....
Do	19	9018	.....	Marietta and Cincinnati	28	9032	9032
Do	20	9015	9015	Do	46	8032	.....
Do	22	9015	.....	Do	117	9020	9020
Do	200	9014	9014	Do	220	5019	9019
Cleveland, Zanesville and	143	9005	9005	Do	235	9044	9044
Cincinnati	.....	.....	.....	Marietta and Pittsburgh	147	2803	3403
Columbus and Hocking Valley	127	9040	9040	Maryland and Delaware	.....	.....	.....
Do	190	9040	9040	Memphis and Ohio. (See	.....	.....	.....
Cumberland and Pennsylvania	181	2905	3512	Louisville and Nashville.)	.....	.....	.....
				Memphis, Clarksville and	74	10009	.....
				Louisville	.....	.....	.....
				Michigan and Lake Shore	171	12527	.....
				Milwaukee and Saint Paul	188	13394	.....

## Index to Table E—Continued.

Title.	Order.	Number of route.	New number of route.	Title.	Order.	Number of route.	New number of route.
Missouri, Kansas and Texas	39	10512	.....	Philadelphia, Wilmington and Baltimore.	3	2901	3501
Do	140	14006	.....	Do	41	2801	3401
Mobile and Ohio	52	7007	7004	Do	42	2801	3401
Do	132	7007	7004	Do	107	2801	3401
Do	148	7007	.....	Do	170	2901	3501
Do	157	6729	6611	Pithole Valley	234	1867	2459
Nashville and Chattanooga.	26	10004	.....	Portland and Ogdensburg	112	902	.....
Do	29	10004	.....	Queen Anne's and Kent	183	2913	3511
Do	31	10004	.....	Reading and Columbia	226	1831	2431
Do	92	10007	.....	Do	227	1831	2431
Do	223	10007	.....	Rockford, Rock Island and Saint Louis.	76	11429	.....
Do	228	10004	.....	Do	233	11430	.....
Do	236	10005	.....	Saint Joseph and Denver City	145	14004	.....
Nangatuck	77	942	.....	Saint Louis, Alton and Terre Haute.	72	11422	.....
Newark, Somerset & Straitsville. (See Baltimore and Ohio.)				Saint Louis, Vandalia and Terre Haute. (See Terre Haute and Indianapolis.)			
New Bedford and Taunton	83	678	.....	Salem	111	1703	2113
Do	144	672	.....	Sandusky, Mansfield and Newark. (See Baltimore and Ohio.)			
New Jersey Southern	135	1608	2126	Savannah and Charleston	54	5606	.....
Do	175	1608	2126	Schuykill and Susquehanna	229	1829	2428
Do	182	1608	2126	Do	231	1829	2460
Do	197	1608	2127	Shelby	221	9796a	.....
Niles and New Lisbon	166	9041	9041	Shenango and Allegheny	207	1860	2452
Northern Central	10	2902	3502	Southern Minnesota	131	13501	.....
Do	11	2902	3502	South Mountain Iron Company.	240	1861	2453
Do	25	2902	3502	Springfield and Illinois Southeastern.	164	11433	.....
Do	47	1821	2421	Susquehanna, Gettysburgh and Potomac.	136	1834	2434
Do	68	1031	.....	Sussex.	169	{ 1628 1741 }	2121
Do	186	1823	2423	Syracuse Northern	150	1577	.....
Northern, of New Jersey	110	1602	2108	Tennessee and Pacific	146	10123	.....
North Pennsylvania	71	1804	2404	Terre Haute and Indianapolis, (lessees Saint Louis, Vandalia and Terre Haute.)	115	11425	.....
Do	103	1804	2404	Do	126	11425	.....
Norwich and Worcester	125	925	.....	Tioga	104	1820	2420
Ohio and Mississippi	57	12396	12018	Do	191	1820	2420
Oil Creek and Allegheny River.	80	1826	2425	Do	195	1820	2420
Do	142	1826	2425	Toledo, Wabash and Western.	27	9022	9022
Pacific, of Missouri	13	10501	.....	Do	35	9022	9022
Do	121	10501	.....	Do	36	9022	9022
Do	138	10508	.....	Do	116	11426	.....
Do	172	10517a	2401	Do	232	10515a	.....
Pennsylvania	1	1801	2401	Towanda Coal Company	217	2471	.....
Pennsylvania, (lessees)	30	1822	2422	Tuckerton	180a	1748	2130
Do	70	1822	2442	Do	194	1748	2130
Pennsylvania	89	1828	2427	Union and Titusville	219	1873	2470
Do	130	1841	2440	Vicksburgh and Meridian	61	7003	.....
Pennsylvania, (lessees)	133	1840	2439	Do	99	7003	.....
Do	134	1837	2436	Vineland	193	1746	2129
Pennsylvania	137	1845	2443	Wellsboro and Lawrenceville. (See Fall Brook Coal Co.)			
Do	153	1839	2438	West Chester	238	1856	2449
Do	159	1862	2454	West Chester and Philadelphia.	96	1803	2403
Pennsylvania, (lessees)	162	1832	2432	Western Maryland	155	2907	3507
Pennsylvania	174	1838	2437	West Jersey	55	1694	2110
Pennsylvania, (lessees)	180	1858	2450	Do	58	1694	2110
Do	192	1848	2469	Do	59	1702	2111
Do	212	1874	2468	Do	64	1702	2111
Pennsylvania, (lessees East Brandywine and Waynesburgh.)	222	1855	2448	Do	88	1709	2112
Philadelphia and Baltimore Central.	93	1808	2408	Do	102	1709	2112
Philadelphia and Darby	109	1806	2406	White Water Valley	43	9035	9035
Philadelphia and Reading	51	1802	2402	Wicomico and Pocomoke	167	2909	3510
Do	149	1813	2413	Wilmington and Reading	210	1863	2455
Do	184	1859	2451	Wilmington, Columbia and Augusta.	33	5601	5604
Do	201	1857	2413	Do	34	5601	5604
Do	205	1815	2413	Do	63	5601	5604
Philadelphia and Reading, (lessees Philadelphia, Germantown, and Norristown.)	206	1805	2405				
Philadelphia and Reading	211	1865	2457				
Do	214	1870	2462				
Do	215	1866	2458				
Do	218	1868	2460				
Do	241	1807	2407				
Philadelphia, Germantown, and Norristown. (See Philadelphia and Reading.)							

**F.**—Table showing the re-adjustment of the rates of pay per mile on certain railroad routes, mails, the speed with which they are conveyed, the accommodations

[ABBREVIATIONS.—*f. f.*, fixtures and furniture; *f. f. c.*, fixtures and furniture complete; *m. c.*, mail-line; *r. a.*, route-agents; *m. m.*, mail-messenger. A number followed by an asterisk (\*) shows the in parentheses in the "Remarks" column refer to the order of the routes in this table.]

Order.	State.	Number of route.	New number of route.	Termini.	Corporate title of company carrying the mail.	Length of route.	Average weight of mails whole distance per day.	Miles per hour.
						Miles.	Pounds.	
1	Ohio ..	9004	.....	Erie, Cleveland .....	Lake Shore and Michigan Southern.	96	22, 649	30
2	Mich..	12501	.....	Toledo, Chicago .....	Lake Shore and Michigan Southern.	284. 85	21, 044	30
3	N. Y ..	1039	.....	Buffalo, Erie .....	Lake Shore and Michigan Southern.	89	20, 490	30
4	Ohio ..	9021	.....	Toledo, Cleveland .....	Lake Shore and Michigan Southern.	114	19, 193	30
5	Md ...	2902	3502	Baltimore, Sunbury ...	Northern Central .....	140. 70	13, 314	30
6	Ohio ..	9022	9022	Toledo, Quincy .....	Toledo, Wabash and Western.	476	6, 721	22
7	Mo ...	10501	.....	Saint Louis, Wyandotte	Pacific, of Missouri .....	285. 50	5, 697	25
8	Tenn ..	10004	.....	Stevenson, Chattanooga	Nashville and Chattanooga.	39	7, 027	20
9	La. ....	8002	8002	New Orleans, Canton ..	New Orleans, Jackson and Great Northern.	206	6, 719	19
10	Md ...	2904	3504	Baltimore, Wheeling ..	Baltimore and Ohio .....	377	5, 439	24
11	Miss ..	7001	7001	Canton, Jackson .....	Southern Railroad Association, lessees Mississippi Central Railroad.	237	4, 657	21
12	Ohio ..	9032	9032	Cincinnati, Parkersburgh.	Marietta and Cincinnati...	206	3, 732	30
13	Ohio ..	9001	9001	Bellaire, Columbus .....	Central Ohio .....	137½	3, 373	22½
14	Ill. ....	11425	.....	East Saint Louis, Terre Haute.	Terre Haute and Indianapolis, lessees Saint Louis, Vandalia and Terre Haute Railroad.	165. 40	3, 217	30
15	W. Va.	4102	.....	Grafton, Parkersburgh	Baltimore and Ohio .....	104	3, 010	28
16	Pa. ....	1821	2421	Williamsport, Elmira ..	Northern Central .....	78	2, 705	30
17	Texas ..	8502	.....	Houston, Galveston ...	Galveston, Houston and Henderson.	50	2, 650	20
18	Va. ....	4401	.....	Alexandria, Lynchburgh.	Orange, Alexandria and Manassas.	171	7, 086	....
19	Va. ....	4414	.....	Lynchburgh, Bristol ...	Virginia and Tennessee ...	205	6, 692	....
20	Tenn ..	10011	10010	Memphis, Paris .....	Louisville and Nashville, lessees Memphis and Ohio Railroad.	132. 50	3, 073	22
21	Ohio ..	9032	.....	Cincinnati, Parkersburgh.	Marietta and Cincinnati...	197	2, 903	25
22	Ohio ..	9030	9030	Hamilton, Dayton .....	Cincinnati, Hamilton and Dayton.	33. 92	2, 832	30

and on certain new routes the adjustment of the rates, based upon returns of the weight of the provided for mails and agents, and the number of trips per week.

catchers; *r. p. o.*, railway post-office; *apt.*, apartment; *b. c.*, baggage-car; *d. l.*, double line; *s. l.*, single equivalent in round trips, a more particular statement in tabular form being inconvenient. The figures

Size, &c., of mail-car or apartment.	Trips per week.	Pay per mile per annum.	Former pay per mile per annum.	Amount of annual pay.	Former amount of annual pay.	Date of re-adjustment or adjustment.	Remarks.	Order.
<i>Feet and inches.</i>		<i>Dolls.</i>	<i>Dolls.</i>	<i>Dolls.</i>	<i>Dolls.</i>			
r. p. o., 40 by 9, f. f. c., d. l., (size to be increased.)	12	375 00	250 00	36,000 00	24,000 00	Jan. 1, 1872	.....	1
r. p. o., 36 by 9, 50 by 9, f. f. c., 3 lines daily.	24	375 00	250 00	106,818 75	71,212 50	Jan. 1, 1872	.....	2
r. p. o., 40 by 9, f. f. c., d. l., (size to be increased.)	12	375 00	250 00	33,375 00	22,250 00	Jan. 1, 1872	.....	3
r. p. o., 40 by 9, f. f. c., d. l., (size to be increased.)	12	375 00	250 00	42,750 00	28,500 00	Jan. 1, 1872	.....	4
r. p. o., 40 by 9 6, 45 by 9 6, f. f. c., s. l.; r. a., apt., 12 by 9 6, f. f. c., s. l.	12	300 00	200 00	42,210 00	25,345 00	July 1, 1872	55.9 miles formerly at \$150.	5
r. p. o., 43 by 10, f. f. c., s. l. (See remark.)	12	225 00	150 00	107,100 00	71,400 00	July 1, 1872	Co. to furnish r. p. o. 50 feet long, and run an additional line between Lafayette and Decatur, when required. Main route; branches \$75 (57) and \$55, (86.)	6
r. p. o., 39 3 by 8 1, f. f. c., s. l.	18	215 00	200 00	61,382 50	57,100 00	July 1, 1872	Part; residue \$100, (45.)	7
9 by 14, f. f. c., s. l.; and r. p. o., 43 3 by 9 10, f. f. c., s. l.	20	200 00	150 00	7,500 00	5,850 00	Jan. 1, 1872	Part of main route; residue \$150; branch \$40, (110.)	8
23 by 9, 16 by 9, f. f. c., s. l.	13	200 00	150 00	41,200 00	30,900 00	July 1, 1871	Ordered Jan., 1872....	9
8 by 16 8, f. f. c., s. l.	18	200 00	247 10	75,400 00	93,900 00	July 1, 1872	3 miles decrease.....	10
25 by —, f. f. c., s. l.	14	200 00	150 00	47,400 00	35,550 00	Oct. 1, 1871	.....	11
14 by 9 6, f. f. c., s. l.	19	175 00	150 00	36,050 00	30,900 00	July 1, 1872	.....	12
18 9 by 8 8, f. f. c., and m. c., s. l.	24	175 00	200 00	24,128 12	27,575 00	July 1, 1872	.....	13
11 by 7 6, 22 by 7 6, f. f. c., s. l.	12	175 00	75 00	28,945 00	12,405 00	Jan. 1, 1872	.....	14
8 6 by 14, 8 6 by 14 6, f. f. c., s. l.	16*	175 00	110 00	18,200 00	11,440 00	July 1, 1872	.....	15
r. p. o., 40 by 9 6, 45 by 9 6, f. f. c., s. l.; r. a., apt., 12 by 9 6, f. f. c., s. l.	12	175 00	100 00	13,650 00	7,800 00	July 1, 1872	.....	16
12 by 9, f. f. c., s. l.	12	160 00	125 00	8,000 00	6,700 00	Oct. 20, 1871	3.6 miles decrease....	17
28 by 8, 20 by 8, f. f. c.	14	150 00	100 00	25,650 00	17,100 00	July 1, 1870	Returns for 1867. Re-adjustment for one year; ordered July, 1872.	18
8 6 by 21 6, f. f. c.	14	150 00	100 00	30,750 00	20,500 00	July 1, 1870	Returns for 1867. Re-adjustment for one year; ordered July, 1872.	19
13 6 by 8, f. f. c., s. l.	13	150 00	100 00	19,875 00	13,250 00	July 1, 1870	Ordered July, 1872....	20
14 by 9 6, f. f. c., s. l.	18	150 00	100 00	29,550 00	19,700 00	Oct. 1, 1871	.....	21
8 by 12, f. f. c., s. l.	31	150 00	125 00	5,088 00	4,375 00	July 1, 1872	1.08 miles decrease. Part; residue \$175 as formerly.	22

F.—Table showing the re-adjustment of the rates of pay

Order.	State.	Number of route.	New number of route.	Termini.	Corporate title of company carrying the mail.	Length of route.	Average weight of mails whole distance per day.	Miles per hour.
						Miles.	Pounds.	
23	Ind ...	12003	.....	Indianapolis, Cincinnati.	Indianapolis, Cincinnati and Lafayette.	113.50	2,574	30
24	Ind ...	12003	.....	Indianapolis, Lafayette	Indianapolis, Cincinnati and Lafayette.	65½	2,006	30
25	N. Y.	1031	.....	Canandaigua, Elmira.	Northern Central.	68.50	1,891	25
26	Kans.	14001	.....	Kansas City, Cheyenne	Kansas Pacific	745	1,800	20
27	Ill ...	11426	.....	Decatur, Saint Louis.	Toledo, Wabash and Western.	112	1,599	22
28	Ohio ...	9027	9027	Dayton, Toledo	Dayton and Michigan	142	1,653	30
29	Mo ...	10512	.....	Sedalia, Fort Gibson	Missouri, Kansas and Texas	267	1,654	17½
30	Pa ...	1802	2402	Philadelphia, Pottsville.	Philadelphia and Reading	92.50	1,476	23½
31	Miss.	7007	7004	Mobile, Columbus, Ky.	Mobile and Ohio	472.70	1,363	20
32	S. C. ...	5606	.....	Charleston, Savannah	Savannah and Charleston	104	1,307	15
33	Ohio ...	9038	9038	Salamanca, Corry	Atlantic and Great Western.	61	1,311	35
34	Ohio ...	9029	9029	Hamilton, Richmond	Cincinnati, Richmond and Chicago.	45.10	1,300	30
35	Pa ...	1822	2422	Williamsport, Erie	Pennsylvania	247.50	1,174	22
36	Pa ...	1804	2404	Philadelphia, Bethlehem.	North Pennsylvania	54	1,128	30
37	Ind ...	12396	12018	Jeffersonville, North Vernon.	Ohio and Mississippi	53.50	1,117	30
38	Ohio ...	9020	9020	Portsmouth, Reed's Mills.	Marietta and Cincinnati	56	1,038	25
39	Ill ...	11422	.....	East Saint Louis, Duquoin.	Saint Louis, Alton and Terre Haute.	70.80	1,021	23½
40	Pa ...	1810	2410	Allentown, Waverly	Lehigh Valley	189.50	937	25
41	Ohio ...	9011	9011	Sandusky, Newark	Baltimore and Ohio	116	915	25
42	Tenn.	10010	10009	Guthrie, Paris	Memphis, Clarksville and Louisville.	82.50	908	.....
43	Ohio ...	9006	9006	Cleveland, Leavittsburg.	Atlantic and Great Western.	49.75	901	22
44	Tex...	8505	.....	Hempstead, Austin	Houston and Texas Central	118.70	840	18½
45	Mo ...	10501	.....	Wyandotte, Atchison	Pacific, of Missouri	44.25	789	25
46	Tenn.	10008	.....	Nashville, Guthrie	Edgefield and Kentucky	48	836	23
47	Mass.	607	.....	Boston, Southbridge	Boston, Hartford and Erie.	70	704	25
48	Conn.	942	.....	Bridgeport, Winsted	Naugatuck	62	774	22
49	Pa ...	1844	2442	Pittsburgh, Oil City	Allegheny Valley	132.71	773	25
50	Pa ...	1826	2425	Oil City, Corry	Oil Creek and Allegheny River.	44.80	704	18
51	Mass.	678	.....	Taunton, New Bedford	New Bedford and Taunton	20.50	658	27
52	Kans.	14001	.....	Leavenworth, Lawrence.	Kansas Pacific	33	632	20
53	Pa ...	1819	2419	Binghamton, New Hampton.	Delaware, Lackawanna and Western.	144.50	680	25
54	Ohio ...	9038	9038	Corry, Dayton	Atlantic & Great Western.	323.55	619	35
55	Pa ...	1810	.....	Allentown, Waverly	Lehigh Valley	189	666	25
56	Pa ...	2625	1844	Pittsburgh, Oil City	Allegheny Valley	132	628	20
57	Ohio ...	9022	9022	Clayton, Keokuk	Toledo, Wabash and Western.	44	586	24
58	Conn.	925	.....	Norwich, Worcester	Norwich and Worcester	60	579	20
59	Mich.	12517	.....	Detroit, Howard City	Detroit, Lansing and Lake Michigan.	164	573	22

per mile on certain railroad routes, &amp;c.—Continued.

Size, &c., of mail-car or apartment.	Trips per week.	Pay per mile per annum.	Former pay per mile per annum.	Amount of annual pay.	Former amount of annual pay.	Date of re-adjustment or adjustment.	Remarks.	Order.
<i>Feet and inches.</i>		<i>Dolls.</i>	<i>Dolls.</i>	<i>Dolls.</i>	<i>Dolls.</i>			
12 by 8, f. f., s. l. . . .	18	150 00	125 00	17, 025 00	14, 187 50	Oct. 1, 1871	.....	23
12 by 8, f. f., s. l. . . .	18	150 00	100 00	9, 843 75	6, 562 50	Oct. 1, 1871	.....	24
12 by 9 6, f. f., d. l. . .	12	150 00	75 00	10, 275 00	5, 137 50	July 1, 1872	.....	25
$\frac{3}{4}$ car, f. f., s. l. . . . .	7 $\frac{3}{4}$ *	150 00	100 00	111, 750 00	74, 500 00	July 1, 1872	Main route; branch \$85, (52.)	26
176 by 8 6, f. f., s. l. (See remark.)	12	150 00	50 00	16, 800 00	5, 600 00	July 1, 1872	Co. to furnish r. p. o. 50 feet long, s. l. (See 6.)	27
8 by 12, f. f., s. l. . . .	15*	125 00	100 00	17, 750 00	14, 900 00	July 1, 1872	7 miles decrease. . . .	28
18 by 7, 15 by 7 6, f. f., s. l. . . . .	7	125 00	.....	.....	.....	Jan. 1, 1871	New. Ordered Nov., 1871.	29
8 6 by 11, f. f., s. l. . .	12	125 00	100 00	11, 562 50	9, 300 00	July 1, 1872	$\frac{1}{4}$ mile decrease. . . .	30
17 6 by 8 9, f. f., s. l. .	7	125 00	100 00	59, 087 50	47, 270 00	July 1, 1871	Ordered Feb., 1872. Main route; branch \$60, (75.)	31
7 by 12, f. f., s. l. . . .	13	125 00	100 00	13, 000 00	10, 400 00	Apr. 1, 1872	.....	32
8 by 10, f. f., s. l. . . .	13	110 00	100 00	6, 710 00	6, 150 00	July 1, 1872	$\frac{1}{4}$ mile decrease. Part; residue \$80, (54.)	33
8 by 12, f. f., s. l. . . .	12	110 00	75 00	4, 961 00	3, 600 00	July 1, 1872	2.9 miles decrease. . .	34
9 by 14, fitted, s. l. to Warren, d. l. residue.	14 $\frac{1}{2}$ *	100 00	75 00	24, 750 00	18, 600 00	July 1, 1872	$\frac{1}{4}$ mile decrease. Part; residue \$150.	35
apt. in smoking-car, f. f., s. l. .	42	100 00	75 00	5, 400 00	4, 050 00	July 1, 1872	Main route; branch \$75 as formerly.	36
15 by 8, in b. c., not partitioned off, fixtures, s. l.	13	100 00	.....	.....	.....	Apr. 1, 1870	New. Ordered June, 1872.	37
14 by 9 6, f. f., s. l. . .	6	100 00	50 00	5, 600 00	2, 800 00	July 1, 1872	.....	38
20 by 8 6, f. f., s. l. . .	14 $\frac{1}{2}$ *	100 00	75 00	7, 080 00	5, 310 00	Apr. 1, 1872	.....	39
7 by 10, 6 by 16, f. f., 2 $\frac{1}{2}$ lines daily 29 m., s. l. residue.	9*	100 00	75 00	18, 950 00	14, 175 00	July 1, 1872	$\frac{1}{4}$ mile increase. . . .	40
6 9 by 16 6, f. f. d., s. l. . . . .	14 $\frac{1}{2}$ *	100 00	75 00	11, 600 00	8, 700 00	July 1, 1872	.....	41
13 by 7 1 $\frac{1}{2}$ , f. f., s. l. .	10*	100 00	75 00	8, 250 00	6, 187 50	July 1, 1870	Ordered May, 1872. . .	42
7 6 by 15, f. f., s. l. . .	12	100 00	75 00	4, 975 00	3, 750 00	July 1, 1872	$\frac{1}{4}$ mile decrease. Part; residue \$60, (70.)	43
20 9 by 7 8 $\frac{1}{2}$ , 18 3 by 8 9, f. f. c., s. l. r. p. o., 39 3 by 8 1, f. f. c., s. l. . . .	6	100 00	50 00	11, 870 00	5, 935 00	July 1, 1872	.....	44
8 by 10, f. f., s. l. . . .	12	90 00	50 00	4, 320 00	2, 400 00	April 1, 1872	Part; residue \$215, (7.)	45
6 by 12, f. f., d. l. . . .	12	90 00	50 00	6, 300 00	3, 500 00	Jan. 1, 1872	.....	46
10 6 by 6 6, f. f., s. l. .	12	85 00	75 00	5, 270 00	4, 650 00	April 1, 1872	.....	47
8 by 12, f. f., s. l. . . .	12	85 00	75 00	11, 280 35	9, 953 25	July 1, 1872	.....	48
6 by 10, f. f., s. l. . . .	21 $\frac{1}{2}$ *	85 00	75 00	3, 208 00	3, 330 00	July 1, 1872	0.4 mile increase. Part; residue \$55, (87.)	49
Locked room; no r. a.	31*	85 00	75 00	2, 355 00	2, 000 00	April 1, 1872	Allowance for p. m. service, formerly \$462.50, increased to \$612.50.	50
$\frac{1}{4}$ car, f. f., s. l. . . . .	18	85 00	100 00	2, 805 00	3, 300 00	July 1, 1872	Branch; main route \$150, (26.)	51
19 by 7, f. f., s. l. . . .	9 $\frac{1}{2}$ *	80 00	75 00	11, 560 00	10, 830 00	July 1, 1872	0.1 mile increase. . . .	52
8 by 10, f. f., s. l. . . .	13	80 00	75 00	26, 284 00	24, 450 00	July 1, 1872	2.55 miles increase. Part; residue \$110, (33.)	53
7 by 10, 6 by 16, f. f., 2 $\frac{1}{2}$ lines daily 29 m., s. l. res.	9*	75 00	50 00	14, 175 00	9, 450 00	July 1, 1870	Ordered May, 1872. . .	54
8 by 10, f. f., s. l. . . .	12	75 00	50 00	9, 900 00	6, 600 00	July 1, 1868	Ordered Jan., 1872. . .	55
11 4 by 9, f. f., s. l. . . .	6	75 00	150 00	3, 300 00	6, 600 00	July 1, 1872	Branch; main route \$225, (6.)	56
10 by 6 3, f. f., s. l. . .	15*	75 00	80 00	4, 500 00	3, 600 00	Jan. 1, 1872	.....	57
8 by 8, f. f., s. l. . . .	6	75 00	.....	.....	.....	Oct. 1, 1871	New. Ordered July, 1872.	58



F.—Table showing the re-adjustment of the rates of pay

Order.	State.	Number of route.	New number of route.	Termini.	Corporate title of company carrying the mail.	Length of route.	Average weight of mails whole distance per day.	Miles per hour.
						Miles.	Pounds.	
60	Ky ...	9612a	.....	Evansville, Guthrie...	American Contract, lessees Evansville, Henderson and Nashville Railroad.	110.66	486	23
61	Ill ....	11425	.....	East St. Louis, Terre Haute.	Terre Haute and Indianapolis, lessees St. Louis, Vandalia and Terre Haute Railroad.	165.40	486	30
62	Ohio ..	9040	9040	Columbus, Athens....	Columbus and Hocking Valley.	77.40	439	25
63	Md .....	.....	3513	Massey's Cross-Roads, Chestertown.	Kent County.....	19.55	432	18½
64	Tenn ..	10008	10007	Nashville, Hickman ..	Nashville and Chattanooga	170	419	20
65	Pa.....	1816	2416	Hazle Creek Bridge, Hazleton, & branch.	Lehigh Valley .....	16.20	419	20
66	Md ...	2908	3508	Annapolis, Junction ..	Annapolis and Elk Ridge	20.50	405	20
67	Pa.....	1812	2412	Junction, Tresckow, Audenreid.	Lehigh Valley .....	17.50	374	20
68	Ohio ..	9014	9014	Springfield, Delaware.	Cleveland, Columbus and Cincinnati.	50	357	25
69	Pa.....	1836	2435	Huntingdon, Dudley, New Bridgeport.	Huntingdon and Broad Top	82	345	15
70	Ohio ..	9006	9006	Leavittsburgh, Sharon	Atlantic and Great Western.	31.61	343	22
71	Maine.	202	.....	Portland, North Conway.	Portland and Ogdensburg	61.62	342	24
72	Pa.....	1841	2440	Blairsville, Allegheny.	Pennsylvania .....	63.70	340	18½
73	Minn ..	13501	.....	La Crosse, Winnebago City.	Southern Minnesota.....	170.50	326	20
74	Pa.....	1814	2414	Port Clinton, Williamsport.	Catawissa .....	121.53	323	23
75	Miss ..	7007	7004	Artesia, Columbus, Miss.	Mobile and Ohio .....	14	320	18
76	Pa.....	1840	2439	Tyrone, Bellefonte, Lock Haven.	Pennsylvania .....	57.80	317	17
77	Pa.....	1837	2436	Tyrone, Clearfield ...	Pennsylvania, lessees.....	40.60	302	15
78	Ohio ..	9026	9026	Dayton, Union City ...	Dayton and Union .....	48.17	300	25
79	Pa.....	1834	2434	Hanover, Gettysburgh	Susquehanna, Gettysburgh and Potomac.	17.50	287	20
80	Mass ..	606	.....	Boston, Woonsocket ..	Boston, Hartford and Erie.	39.68	276	22
81	Kans ..	14006	.....	Junction City, Parsons	Missouri, Kansas and Texas	156.50	272	17½
82	Ohio ..	9035	9035	Valley Junction, Hagerstown.	White Water Valley.....	70.35	295	18.2
83	Iowa..	11013	.....	Cedar Rapids, Cedar Falls.	Burlington, Cedar Rapids and Minnesota.	61.80	290	25
84	Iowa..	11012	.....	Burlington, Cedar Rapids.	Burlington, Cedar Rapids, and Minnesota.	98.70	288	25
85	Pa.....	1845	2443	Branch Junction, Indiana.	Pennsylvania .....	19	285	18
86	Ohio ..	9022	9022	Bluff City, Naples ....	Toledo, Wabash and Western.	4	282	20
87	Pa.....	1826	2425	Irvine, Oil City .....	Oil Creek and Allegheny River.	50.20	258	18
88	Ohio ..	9005	9005	Hudson, Millersburgh.	Cleveland, Zanesville and Cincinnati.	65.75	254	24
89	Mass ..	672	.....	New Bedford, West Wareham.	New Bedford and Taunton.	16.25	242	25
90	Ohio ..	9019	9019	Blanchester, Hillsborough.	Marietta and Cincinnati ..	21	275	25
91	Tenn ..	10123	.....	Nashville, Lebanon...	Tennessee and Pacific.....	31	222	15
92	Md ...	2910	3506	Weverton, Hagerstown	Baltimore and Ohio.....	24.25	219	20
93	Pa.....	1805	2405	Philadelphia, Norristown.	Philadelphia and Reading, lessees.	16.24	218	16½
94	N. Y..	1577	.....	Syracuse, Lacona .....	Syracuse Northern.....	44.92	214	16
95	Pa.....	1831	2431	Columbia, Sinking Springs.	Reading and Columbia ....	39.70	211	20.2

per mile on certain railroad routes, &amp;c.—Continued.

Size, &c., of mail-car or apartment.	Trips per week.	Pay per mile per annum.	Former pay per mile per annum.	Amount or annual pay.	Former amount of annual pay.	Date of re-adjustment or adjustment.	Remarks.	Order.
<i>Feet and inches.</i>		<i>Dolls.</i>	<i>Dolls.</i>	<i>Dolls.</i>	<i>Dolls.</i>			
8 by 10, f. f., s. l. . . .	12	75 00	.....	.....	.....	July 16, 1871	New. Ordered May, 1872.	60
11 by 7 6, 22 by 7 6, f. f. c., s. l. . . .	12	75 00	.....	.....	.....	July 1, 1870	New. Ordered Sept., 1872.	61
12 by 7, f. f., s. l. . . .	12	75 00	50 00	5,805 00	3,870 00	July 1, 1872	Main route; branch \$40, (115.)	62
62 by 3 6, f. f., s. l. . . .	6	75 00	.....	.....	.....	July 1, 1872	New .....	63
9 by 14, fixtures, s. l. . . .	13	75 00	30 00	12,750 00	5,100 00	July 1, 1870	Ordered March, 1872	64
7 by 10, f. f., d. l. . . .	15*	75 00	40 00	1,215 00	423 33	July 1, 1872	5.62 miles increase	65
r. a. in b. c., d. l. . . .	12	75 00	100 00	1,537 50	2,000 00	July 1, 1872	$\frac{1}{2}$ mile increase	66
7 by 10, f. f., d. l. to Hazleton Junction, s. l. residue.	10*	60 00	30 00	1,050 00	525 00	July 1, 1872	.....	67
18 by 8 6, fixt., s. l. . . .	6	60 00	42 86	3,000 00	2,143 00	July 1, 1872	.....	68
7 by 15, fixt., s. l. . . .	6	60 00	50 00	4,920 00	2,866 00	July 1, 1872	24.68 miles increase.	69
7 6 by 15, f. f., s. l. . . .	12	60 00	50 00	1,896 60	1,550 00	July 1, 1872	Wight on 57.32 miles. 0.61 mile increase. Part; residue \$100, (43.)	70
7 by 10, d. l., 11 miles	12	60 00	.....	.....	.....	Jan. 1, 1871	New. Ordered Oct., 1871.	71
5 by 8, f. f., s. l. . . .	7*	60 00	50 00	3,822 00	3,185 00	July 1, 1872	.....	72
10 by 12, f. f., s. l. . . .	6	60 00	50 00	10,230 00	8,525 00	Jan. 1, 1872	.....	73
5 by 14, f. f., s. l. . . .	6	60 00	75 00	7,291 80	9,114 75	July 1, 1872	.....	74
.....	7	60 00	50 00	840 00	700 00	July 1, 1871	Ordered Feb., 1872. Branch; main route \$125, (31.)	75
8 by 10 9, f. f., s. l. . . .	12	60 00	50 00	3,468 00	2,880 00	July 1, 1872	0.2 mile increase	76
8 by 10 9, f. f., s. l. . . .	6	60 00	50 00	2,436 00	2,036 50	July 1, 1872	0.13 mile decrease	77
11 by 7 8, fur., s. l. . . .	6	60 00	75 00	2,890 20	3,600 00	July 1, 1872	0.17 mile increase	78
8 by 6, fixtures, d. l. . . .	12	60 00	50 00	1,050 00	875 00	July 1, 1872	.....	79
b. c.; nor. a. . . . .	12	60 00	50 00	2,380 80	1,984 00	July 1, 1872	.....	80
18 by 7 15 by 7 6, f. f., s. l. . . .	7	60 00	50 00	9,390 00	7,825 00	April 1, 1871	Ordered Nov., 1871	81
12 by 7 4, f. f., s. l. . . .	6	55 00	125 00	3,869 25	8,712 50	July 1, 1872	0.65 mile increase	82
8 by 10, f. f., s. l. . . .	6	55 00	40 00	3,399 00	2,472 00	Oct. 1, 1871	.....	83
8 by 10, f. f., s. l. . . .	6	55 00	30 00	5,428 50	2,961 00	Oct. 1, 1871	.....	84
Baggage car . . . . .	12	55 00	50 00	1,045 00	950 00	July 1, 1872	.....	85
24 by 8 8, f. f., s. l. . . .	6	55 00	150 00	220 00	600 00	July 1, 1872	Branch; main route \$225, (6.)	86
69 by 10, f. f., s. l. . . .	7*	55 00	50 00	2,761 00	2,510 00	July 1, 1872	Part; residue \$85, (50.)	87
710 by 11 7, f. f., s. l. . . .	6	55 00	50 00	3,616 25	3,100 00	July 1, 1872	3 $\frac{1}{2}$ miles increase	88
Locked room; no r. a. . . . .	15*	55 00	50 00	1,093 75	812 50	April 1, 1872	\$200 for m. m. service in re-adjustment.	89
Baggage car . . . . .	6	50 00	37 48	1,050 00	787 00	July 1, 1872	.....	90
6 by 8, locked; no r. a. . . . .	12	50 00	.....	.....	.....	Nov. 15, 1870	New. Ordered June, 1872.	91
88 by 8, f. f., s. l. . . .	6	50 00	75 00	1,212 50	1,818 75	July 1, 1872	.....	92
No r. a. . . . .	12	50 00	40 00	812 00	680 00	July 1, 1872	0.76 mile decrease	93
7 by 9, f. f., s. l. . . . .	6	50 00	.....	.....	.....	Jan. 1, 1872	New .....	94
710 by 6, s. l. . . . .	12	50 00	30 00	1,985 00	1,184 70	July 1, 1872	0.21 mile increase. Main route; branch \$50, (98.)	95

F.—Table showing the re-adjustment of the rates of pay

Order.	State.	Number of route.	New number of route.	Termini.	Corporate title of company carrying the mail.	Length of route.	Average weight of mails whole distance per day.	Miles per hour.
						<i>Miles.</i>	<i>Pounds.</i>	
96	Pa. ....	1813-15-57	2413	Pottsville, Herndon ...	Philadelphia and Reading.	81.10	208	17
97	Pa. ....	1860	2452	Greenville, Harrisville	Shenango and Allegheny..	33.50	205	15
98	Pa. ....	1831	2431	Junction, Lancaster ..	Reading and Columbia ....	7.80	188	22
99	Ohio ..	9024	9024	Fremont, Findlay.....	Lake Erie and Louisville..	37.74	183	15
100	Iowa..	11008	.....	Albia, Northwood ....	Central, of Iowa .....	189.20	177	20
101	Ohio ..	9009	9009	Bayard, New Philadel- phia.	Cleveland and Pittsburgh.	32	174	15
102	Pa. ....	1835	2415	Sunbury, Hazleton ...	Danville, Hazleton and Wilkesbarre.	54.20	171	20
103	Ala. ....	6615	.....	Chattanooga, Birming- ham.	Alabama and Chattanooga.	141.50	150	20
104	Ky ...	9796a	.....	Anchorage, Shelby- ville.	Shelby .....	19	138	20
105	Pa. ....	1875	.....	Lawrenceville, Wells- borough.	Fall Brook Coal Company.	23.50	136	15
106	Md. ....	2911	.....	Cambridge, Seaford...	Dorchester and Delaware..	33.50	128	20
107	Mich ..	12523	.....	Monteith, Muskegon ..	Michigan Lake Shore.....	68.75	117	19
108	Md. ....	2913	3511	Townsend, Centreville	Queen Anne and Kent ....	36	81	25
109	Pa. ....	1855	2448	Downingtown, Honey Brook.	Pennsylvania, lessees .....	18	81	15
110	Tenn ..	10004	.....	Wartrace Depot, Shel- byville.	Nashville and Chattanooga.	8	127	....
111	Pa. ....	1811	2411	Junction, (Penn Ha- ven), Mount Carmel.	Lehigh Valley .....	50	111	20
112	Pa. ....	1829	2428	Harrisburgh, Auburn.	Schuylkill and Susque- hanna.	58.30	102	22
113	Ky ...	9738	.....	Elizabethtown, Green- ville.	Elizabethtown and Padu- cuh.	92.80	86	13
114	Ohio ..	9042	9042	Newark, Somerset....	Newark, Somerset and Strataville.	24.67	67	22½
115	Ohio ..	9040	9040	Logan, New Straits- ville.	Columbus and Hocking Valley.	13.02	43	25
116	Pa. ....	.....	2471	Towanda, Barclay ....	Towanda Coal Company, lessees.	16	43	10
117	Pa. ....	1848	2469	Lewistown Junction, Selim's Grove Junc- tion.	Pennsylvania, lessees.....	45	35	20
118	Pa. ....	1873	.....	Union City, Titusville.	Oil Creek and Allegheny River, lessees of Union and Titusville Railroad.	23.55	32	15
119	Mo ...	10515a	.....	Hannibal, Moberly ...	Toledo, Wabash and West- ern.	70.67	59	15
120	Ohio ..	9044	.....	Marietta, Caldwell....	Marietta and Pittsburgh ..	35	34	20
121	N. J. ...	1746	2129	Atsion, Greenwich....	Vineland .....	44.25	30	25
122	Ga. ....	6144	.....	Cartersville, Taylors- ville.	Cherokee .....	13.50	14	15

Excess of present over former amount of annual pay, by re-adjustment.....

per mile on certain railroad routes, &amp;c.—Continued.

Size, &c., of mail-car or apartment.	Trips per week.	Pay per mile per annum.	Former pay per mile per annum.	Amount of annual pay.	Former amount of annual pay.	Date of readjustment or adjustment.	Remarks.	Order.
<i>Feet and inches.</i>		<i>Dolls.</i>	<i>Dolls.</i>	<i>Dolls.</i>	<i>Dolls.</i>			
Bag. car; no r. a. . .	64*	50 00	40 00	4, 055 00	3, 455 00	July 1, 1872	0.6 mile increase. 21 miles formerly at \$42.86, and 17½ miles at \$50.	96
r. a. in b. c., s. l. . .	6	50 00	40 00	1, 675 00	940 00	July 1, 1872	10 miles increase . . . .	97
Baggage-car . . . . .	6	50 00	30 00	390 00	240 00	July 1, 1872	0.2 mile decrease. Branch; main route \$50, (95.)	98
5 by 13, fixtures, s. l. . .	6	50 00	40 00	1, 887 00	1, 460 00	July 1, 1872	0.74 mile increase . . . .	99
13 by 7 6, fixtures, s. l. . .	6	50 00	30 00	9, 460 00	5, 676 00	Jan. 20, 1871	Ordered April, 1872 . .	100
13 by 9, f. f., s. l. . .	6	50 00	42 87	1, 600 00	1, 372 00	July 1, 1872	.....	101
8 by 10, f. f., s. l. . .	6	50 00	.....	.....	.....	Feb. 1, 1872	New . . . . .	102
8 by 10, f. f., s. l. . .	6	50 00	.....	.....	.....	June 9, 1871	New. Ordered September, 1872. Paid from Wauhatchie, 6 miles less.	103
2 by 5 by 4, s. l. . .	12	50 00	33 33	950 00	600 00	Jan. 1, 1872	1 mile increase . . . . .	104
10 6 by 7 6, f. f., s. l. .	12	50 00	.....	.....	.....	Jan. 1, 1872	New . . . . .	105
8 by 13 6, f. f., s. l. .	6	50 00	40 00	1, 675 00	1, 340 00	Jan. 1, 1872	.....	106
8 by 10, f. f., s. l. . .	6	50 00	.....	.....	.....	Jan. 1, 1871	New. Ordered March, 1872.	107
15 by 10, f. f., s. l. .	6	50 00	.....	.....	.....	Oct. 16, 1871	New . . . . .	108
Baggage-car . . . . .	6	50 00	33 33	900 00	600 00	July 1, 1872	.....	109
.....	.....	40 00	30 00	320 00	240 00	Jan. 1, 1872	Branch; main route \$150 and \$200, (8.)	110
7 by 10, f. f., s. l. . .	7½*	40 00	25 00	2, 000 00	1, 242 50	July 1, 1872	0.3 mile increase . . . .	111
Baggage-car . . . . .	6	40 00	30 00	2, 332 00	1, 980 00	July 1, 1872	7.7 miles decrease . . . .	112
— by —, f. f., s. l. . .	6	40 00	30 00	3, 712 00	2, 784 00	Oct. 1, 1871	.....	113
Baggage-car . . . . .	6	40 00	50 00	986 80	1, 233 50	July 1, 1872	.....	114
12 by 7, f. f., s. l. . .	12	40 00	50 00	520 80	855 00	July 1, 1872	Branch; main route \$75, (62.) 0.08 mile decrease; \$200 formerly for m. m. service.	115
r. a. in b. c., s. l. . .	6	40 00	.....	.....	.....	July 1, 1872	New. Paid for 12 miles only.	116
7 by 8, f. f., s. l. . .	6	40 00	50 00	1, 800 00	2, 250 00	July 1, 1872	.....	117
9 by 14, f. f., s. l. . .	6	40 00	.....	.....	.....	Nov. 16, 1871	New. Only 10.65 miles paid for.	118
9 by 12, f. f., s. l. . .	6	30 00	.....	.....	.....	Jan. 1, 1872	New . . . . .	119
7 6 by 10, f. f., s. l. .	6	30 00	.....	.....	.....	Oct. 1, 1871	New . . . . .	120
7 by 8, f. f., s. l. . .	6	30 00	50 00	1, 327 50	2, 212 50	July 1, 1872	.....	121
6 by 8 . . . . .	6	30 00	.....	.....	.....	Aug. 1, 1871	New. Ordered Nov., 1871.	122
				1, 466, 900 72	1, 112, 034 78			
				1, 112, 034 78	.....			
				354, 865 94	.....			

JOHN L. ROUTT,  
Second Assistant Postmaster-General.

## Index to Table F.

Title.	Order.	Number of route.	New number of route.	Title.	Order.	Number of route.	New number of route.
Alabama and Chattanooga...	103	6615	.....	Marietta and Cincinnati	38	9020	9020
Allegheny Valley.....	49	1844	2442	Do	90	9019	9019
Do	56	2625	1844	Marietta and Pittsburgh	120	9044	.....
American Contract, lessees	60	9612a	.....	Memphis and Ohio Railroad.			
Evansville, Henderson and				(See Louisville and Nash-			
Nashville Railroad.				ville, lessees.)			
Annapolis and Elk Ridge	66	2908	3508	Memphis, Clarksville and	42	10010	10009
Atlantic and Great Western	33	9038	9038	Louisville.			
Do	43	9006	9006	Michigan Lake Shore	107	12523	.....
Do	54	9038	9038	Mississippi Central Railroad.			
Do	70	9006	9006	(See Southern Railroad			
Baltimore and Ohio	10	2904	3504	Association, lessees)			
Do	15	4102	.....	Missouri, Kansas and Texas.	29	10512	.....
Do	41	9011	9011	Do	81	14006	.....
Do	92	2910	3506	Mobile and Ohio	31	7007	7004
Boston, Hartford and Erie	47	607	.....	Do	75	7. 07	7004
Do	80	606	.....	Nashville and Chattanooga	8	10004	.....
Burlington, Cedar Rapids and	83	11013	.....	Do	64	100 8	10007
Minnesota.				Do	110	10004	.....
Do	84	11012	.....	Naugatuck	48	942	.....
Catawissa	74	1814	2414	Newark, Somerset and	114	9042	9042
Central, of Iowa	100	11008	.....	Straitsville.			
Central Ohio	13	9001	9001	New Bedford and Taunton	51	678	.....
Cherokee	122	6144	.....	Do	89	672	.....
Cincinnati, Hamilton and	22	9030	9030	New Orleans, Jackson and	9	8002	8002
Dayton.				Great Northern.			
Cincinnati, Richmond and	34	9029	9029	Northern Central	5	2902	3502
Chicago.				Do	16	1821	2421
Cleveland and Pittsburgh	101	9009	9009	Do	25	1031	.....
Cleveland, Columbus and Cin-	68	9014	9014	North Pennsylvania	36	1804	2404
cinnati.				Norwich and Worcester	58	925	.....
Cleveland, Zanesville and Cin-	88	9005	9005	Ohio and Mississippi	37	12396	12018
cinnati.				Oil Creek and Allegheny	50	1826	2425
Columbus and Hocking Val-	62	9040	9040	River.			
ley.				Do	87	1826	2425
Do	115	9040	9040	Oil Creek and Allegheny	118	1873	.....
Danville, Hazleton and	102	1835	2415	River, lessees Union and			
Wilkesbarre.				Titusville Railroad.			
Dayton and Michigan	28	9027	9027	Orange, Alexandria and Ma-	18	4401	.....
Dayton and Union	78	9026	9026	nasas.			
Delaware, Lackawanna and	53	1819	2419	Pacific, of Missouri	7	10501	.....
Western.				Do	45	10501	.....
Detroit, Lansing and Lake	59	12517	.....	Pennsylvania	35	1822	2422
Michigan.				Do	72	1841	2440
Dorchester and Delaware	106	2911	.....	Do	76	1840	2439
Edgefield and Kentucky	46	10008	.....	Pennsylvania, lessees	77	1837	2436
Elizabethtown and Paducah	113	9738	.....	Pennsylvania	85	1845	2443
Evansville, Henderson and				Pennsylvania, lessees	109	1855	2448
Nashville Railroad. (See				Do	117	1848	2469
American Contract, lessees.)				Philadelphia and Reading	30	1802	2402
Fall Brook Coal Company.	105	1875	.....	Philadelphia and Reading,	93	1805	2405
Galveston, Houston and Hen-	17	8502	.....	lessees.			
derson.				Philadelphia and Reading	96	1813	2413
Houston and Texas Central	44	8505	.....	Do		1815	
Huntingdon and Broad Top	69	1836	2435	Do		1857	
Indianapolis, Cincinnati and	23	12003	.....	Portland and Ogdensburg	71	202	.....
Lafayette.				Queen Anne and Kent	108	2913	3511
Do	24	12003	.....	Reading and Columbia	95	1831	2431
Kansas Pacific	26	14001	.....	Do	98	1831	2431
Do	52	14001	.....	Saint Louis, Alton and Terre	39	11422	.....
Kent County	63		3513	Haute.			
Lake Erie and Louisville	99	9024	9024	Saint Louis, Vandalia and			
Lake Shore and Michigan	1	9004	.....	Terre Haute Railroad.			
Southern.				(See Terre Haute and In-			
Do	2	12501	.....	dianapolis, lessees.)			
Do	3	1039	.....	Savannah and Charleston	32	5606	.....
Do	4	9021	.....	Schuylkill and Susquehanna	112	1829	2428
Lehigh Valley	40	1810	2410	Shelby	104	9796a	.....
Do	55	1810	.....	Shenango and Allegheny	97	1860	2152
Do	65	1816	2416	Southern Minnesota	73	13501	.....
Do	67	1812	2412	Southern Railroad Associa-	11	7001	7001
Do	111	1811	2411	tion, lessees Mississippi			
Louisville and Nashville, les-	20	10011	10010	Central Railroad.			
sees Memphis and Ohio				Susquehanna, Gettysburgh	79	1834	2434
Railroad.				and Potomac.			
Marietta and Cincinnati	12	9032	9032	Syracuse Northern	94	1577	.....
Do	21	9032	.....				

*Index to Table F.—Continued.*

Title.	Order.	Number of route.	New number of route.	Title.	Order.	Number of route.	New number of route.
Tennessee and Pacific .....	91	10123	.....	Toledo, Wabash and Western.	119	10515a	.....
Terre Haute and Indianapolis, lessees Saint Louis, Vandalia and Terre Haute Railroad.	14	11425	.....	Towanda Coal Company, lessees.	116	.....	2471
Do .....	61	11425	.....	Union and Titusville Railroad. (See Oil Creek and Allegheny River.)			
Toledo, Wabash and Western.	6	9022	9022	Vineland .....	121	1746	2129
Do .....	27	11426	.....	Virginia and Tennessee .....	19	4414	.....
Do .....	57	9022	9022	White Water Valley .....	82	9035	9035
Do .....	26	9022	9022				

G.—Statement, compiled from the annual reports of the Post-Office Department, showing the amount of railroad mail service, and the cost thereof, from the commencement of such service, in the fiscal year ended June 30, 1836, to June 30, 1872.

Date.	Length of routes. Miles.	Annual trans- portation. Miles.	Annual cost.	Date.	Length of routes. Miles.	Annual trans- portation. Miles.	Annual cost.
June 30, 1836.....		*1, 878, 296		June 30, 1853.....	12, 415	12, 986, 705	\$1, 601, 329
June 30, 1837.....	974	*1, 793, 024	*\$307, 444	June 30, 1854.....	14, 440	15, 433, 389	1, 758, 610
June 30, 1838.....		*2, 356, 852	*404, 123	June 30, 1855.....	18, 333	19, 202, 469	2, 073, 089
June 30, 1839.....		*3, 396, 035	*520, 602	June 30, 1856.....	20, 323	21, 609, 296	2, 310, 389
June 30, 1840.....		*3, 689, 033	*393, 353	June 30, 1857.....	22, 530	24, 267, 944	2, 559, 847
June 30, 1841.....		*3, 946, 450	*585, 843	June 30, 1858.....	24, 431	25, 763, 452	2, 828, 301
June 30, 1842.....	3, 091	*4, 424, 262	432, 568	June 30, 1859.....	26, 010	27, 268, 384	3, 243, 974
June 30, 1843.....		*5, 692, 402	*733, 687	June 30, 1860.....	27, 129	27, 653, 749	3, 349, 662
November 4, 1843.	3, 714		531, 752	Discontinued	6, 886	5, 701, 093	978, 910
June 30, 1844.....		*5, 747, 355	*802, 006	May 31, 1861.			
June 30, 1845.....		*6, 484, 592	*843, 430	In operation			
October 31, 1845.....	4, 092		562, 141	June 30, 1861.	22, 018	23, 116, 823	2, 548, 709
June 30, 1846.....		*7, 781, 828	*870, 570	June 30, 1862.....	21, 338	22, 777, 219	2, 498, 115
November 1, 1846	4, 402		587, 769	June 30, 1863.....	22, 152	22, 871, 558	2, 538, 517
June 30, 1847.....		4, 170, 403	597, 475	June 30, 1864.....	22, 616	23, 301, 942	2, 567, 044
November 1, 1847.	4, 735		597, 923	June 30, 1865.....	23, 401	24, 087, 568	2, 707, 421
June 30, 1848.....		4, 327, 400	584, 192	June 30, 1866.....	32, 092	30, 609, 467	3, 391, 592
October 1, 1848.....	4, 957		587, 204	June 30, 1867.....	34, 015	32, 437, 900	3, 812, 660
June 30, 1849.....	5, 497	4, 861, 177	635, 740	June 30, 1868.....	36, 018	34, 886, 178	4, 177, 136
June 30, 1850.....	6, 886	6, 524, 593	818, 227	June 30, 1869.....	39, 537	41, 399, 284	4, 723, 680
June 30, 1851.....	8, 255	8, 364, 503	985, 019	June 30, 1870.....	43, 727	47, 551, 970	5, 122, 901
June 30, 1852.....	10, 146	11, 082, 768	1, 275, 520	June 30, 1871.....	49, 834	55, 557, 048	5, 724, 979
				June 30, 1872.....	57, 911	62, 491, 749	6, 502, 771
				Increase in 1872	8, 077	6, 934, 701	777, 792
				over 1871.			

\* Railroad and steamboat service combined: no separate report.

JOHN L. ROUTT,  
Second Assistant Postmaster-General.

H.—Number and cost of mail-locks and keys purchased and repaired during the year ended June 30, 1872.

Number.	Description.	Prices.	Cost.
5, 000	New iron mail-locks.....	\$0 58	\$2, 900 00
4, 000	Old iron mail-keys.....	20	800 00
2, 820	Old iron mail-locks repaired.....	20	564 00
6, 723	Old iron mail-locks repaired.....	10	672 30
17, 543	Total.....		4, 936 30

Forty thousand new iron mail-locks were ordered June 6, 1872, but have not been delivered.

I.—Statement of the number, description, and cost of mail-bags purchased by contract and put into service during the fiscal year ended June 30, 1872.

Number.	Description.	Size.	Price.	Cost.	Aggregate cost.
602	Leather mail-pouches .....	No. 1	\$8 20	\$4,936 40	
702	do .....	2	6 45	4,527 90	
1,002	do .....	3	5 50	5,511 00	
1,102	do .....	4	4 35	4,793 70	
302	do .....	5	3 20	966 40	
3,710					\$20,735 40
452	Leather horse mail-bags .....	1	6 65	3,005 80	
252	do .....	2	5 65	1,423 80	
132	do .....	3	5 15	679 80	
836					5,109 40
652	Cotton-canvas mail-pouches .....	1	4 85	3,162 20	
652	do .....	2	3 90	2,542 80	
1,502	do .....	3	3 45	5,181 90	
1,702	do .....	4	2 89	4,918 78	
902	do .....	5	2 65	2,390 30	
2,502	Cotton-canvas catcher-pouches .....		3 31	8 281 62	
7,912					26,477 60
26,002	Cotton-canvas mail-bags .....	1	97	25,221 94	
2,002	do .....	2	74½	5,961 49	
3,002	do .....	3	21	630 42	
37,006					31,813 85
23,002	Jute-canvas mail-bags .....	1	57	13,111 14	
3,202	do .....	2	46	1,472 92	
2,002	do .....	3	15	300 30	
28,206					14,884 36
	Cost of 250 mail-catchers, at \$15 each .....			3,750 00	
	Cost of 19,748 label-cases, at 25 cents each .....			4,937 00	
					8,687 00
77,670					107,707 61



K.—Railway post-offices in the United States June 30, 1872, with table showing increase in the service since June 30, 1871.

Terminal points.	Miles of route.	Miles of service.	Service each way.	Number of clerks.			Increase of miles of route from June 30, 1871, to June 30, 1872.	Increase of miles of service from June 30, 1871, to June 30, 1872.	Increase in number of clerks from June 30, 1871, to June 30, 1872.			Increase in lines of railway post-offices from June 30, 1871, to June 30, 1872.
				\$1,400.	\$1,200.	\$1,000.			\$1,400.	\$1,200.	\$1,000.	
Atlanta, Ga., to Chattanooga, Tenn.	140	980	Daily	3	3	3						
Albany, N. Y., to Buffalo, N. Y.	998	1,192	Twice daily	9	9	7					1	
Albany, N. Y., to Augusta, Ga.	171	342	Daily	4	4	4					2	1
Bangor, Me., to Vancleborough, Me.	118	926	do.				116	236				
Boston, Mass., to Saint Albans, Vt.	900	530	do.	4	4	4						
Boston, Mass., to Bangor, Me.	940	996	Twice daily	8	8	8	138	552	4	4		
Boston, Mass., to Albany, N. Y.	300	800	do.	6	6	6						
Boston, Mass., to Lowell, Mass.	192	944	Daily	5	5	5						
Boston, Mass., to Weymouth, Mass.	74	148	do.									
Boston, Mass., to South Berwick, Me.	54	108	do.									
Boston, Mass., to Fitchburg, Mass.	74	148	do.									
Baltimore, Md., to Camandagua, N. Y.	395	650	do.	5	5	5	325	650	5	5		1
Bloomington, Ill., to Centralia, Ill.	136	972	do.	4	4	4			1	(1)		
Bloomington, Ill., to Saint Louis, Mo.	169	360	do.	3	3	3						
Bristol, Tenn., to Chattanooga, Tenn.	942	484	do.	4	4	4					2	
Burlington, Iowa, to Council Bluffs, Iowa.	942	552	do.	5	5	5						
Chicago, Ill., to Cedar Rapids, Iowa.	371	493	do.	4	4	4	81	162	1	1		
Chicago, Ill., to Green Bay, Wis.	343	484	do.	5	5	5			1	(1)		
Chicago, Ill., to Quincy, Ill.	263	526	do.	5	5	5			1	1		
Chicago, Ill., to Dunleith, Ill.	368	474	do.	7	7	7			1	1		
Chicago, Ill., to Iowa City, Iowa.	357	516	do.	5	5	5			1	1		
Chicago, Ill., to Centralia, Ill.	358	540	do.	6	6	6			2	(2)		
Chicago, Ill., to Saint Louis, Mo.	380	972	Twice daily	8	8	8			2	2		
Chicago, Ill., to Toledo, Ohio.	243	924	Daily	3	3	3			(1)	1	1	
Centralia, Ill., to Cairo, Ill.	112	124	Daily	2	2	2						
Columbus, Ky., (by river) to Cairo, Ill.	21	108	Four times daily	1	1	1						
Clinton, Iowa, to Council Bluffs, Iowa.	350	700	Daily	3	3	3						
Cincinnati, Ohio, to Saint Louis, Mo.	340	680	do.	6	6	6					3	
Cleveland, Ohio, to Indianapolis, Ind.	254	508	do.	5	5	5					2	
Dubuque, Iowa, to Fort Dodge, Iowa.	214	428	do.	4	4	4					1	
Davenport, Iowa, to Council Bluffs, Iowa.	307	614	do.	4	4	4						
Detroit, Mich., to Chicago, Ill.	284	568	do.	4	4	4					1	
Freeport, Ill., to Bloomington, Ill.	139	278	do.	3	3	3						
Hornellsville, N. Y., to Dunkirk, N. Y.*	128	256	do.	4	4	4						
Humboldt, Tenn., to Jackson, Miss.	276	552	do.	4	4	4	276	552	4	4		1
Indianapolis, Ind., to Saint Louis, Mo.	261	522	do.	5	5	5			1	1		
Kansas City, Mo., to Council Bluffs, Iowa.	300	600	do.	4	4	4			(1)	(1)		
Louisville, Ky., to Nashville, Tenn.	185	370	do.	3	3	3						

Lafayette, Ind., to Quincy, Ill.	273	548	do.	4	5	203	406	1	4	1
Lynchburg, Va., to Bristol, Tenn.	203	406	do.	4	4	203	406	4	4	1
Memphis, Tenn., to Chattanooga, Tenn.	310	620	do.	5	6	310	620	5	6	1
Milwaukee, Wis., to Saint Paul, Minn.	324	648	do.	5	11	324	648	5	11	1
New York, N. Y., to Boston, Mass.	234	936	Twice daily	10	10	234	936	2	(1)	(1)
New York, N. Y., to Washington, D. C.	223	928	do.	10	10	223	928	1	1	(1)
New York, N. Y., to Buffalo, N. Y.	422	1,688	do.	12	6	422	1,688	1	1	(1)
New York, N. Y., to Albany, N. Y.	144	576	do.	4	4	144	576	4	4	4
Omaha, Neb., to Ogden, Utah	1,032	2,064	Daily	15	20	1,032	2,064	2	1	1
Philadelphia, Pa., to Pittsburgh, Pa.	358	716	do.	7	6	358	716	2	1	1
Peoria, Ill., to Burlington, Iowa	96	192	do.	1	2	96	192	1	1	1
Quincy, Ill., to Kansas City, Mo.	261	522	do.	4	6	261	522	1	1	1
Rochester, N. Y., to Niagara Falls, N. Y.	77	154	do.	1	3	77	154	6	6	6
Saint Louis, Mo., to Archison, Kan.	330	660	do.	6	6	330	660	6	6	6
San Francisco, Cal., to Ogden, Utah	881	1,762	do.	12	12	881	1,762	12	12	12
San Francisco, Cal., to Lafayette, Ind.	203	406	do.	4	5	203	406	1	1	1
Toledo, Ohio, to Buffalo, N. Y.	295	1,180	Twice daily	8	8	295	1,180	8	8	8
Toledo, Ohio, to Elkhart, Ind.	132	528	do.	3	3	132	528	3	3	3
Washington, D. C., to Weldon, N. C.	216	864	do.	8	12	216	864	4	4	4
Washington, D. C., to Lynchburg, Va.	178	356	Daily	4	4	178	356	4	4	4

*Recapitulation and comparative statement of the service of June 30, 1871, and June 30, 1872, showing the increase.*

	June 30, 1871.	June 30, 1872.	Increase.
Number of lines of railway post-office	49	57	8
Aggregate number of miles of the above	11,208	14,117	2,909
Number of miles of actual service performed daily	27,596	33,690	6,094
Number of miles of actual service performed annually	10,072,540	12,296,850	2,224,310
Number of head clerks at \$1,400 per annum	212	267	55
Number of clerks at \$1,200 per annum	258	329	71
Number of assistant clerks at \$1,000 per annum	43	53	10
Making the total number of clerks	513	649	136
With annual compensation amounting to	\$649,400 00	\$821,800 00	\$172,400 00

\* Included in New York, N. Y., to Buffalo, New York.

(1) Reduction of one.

JOHN L. ROUNTT,  
Second Assistant Postmaster-General.

## THROUGH MAIL TABLES.

## 1.—Through mails to San Francisco from Washington.

ROUTE.—From Washington, D. C., via Baltimore, Md., Harrisburgh, Pa., Pittsburgh, Pa., Chicago, Ill., Clinton, Iowa, Omaha City, Nebr., Ogden, Utah, Sacramento City, Cal., Stockton, Cal., and Oakland, Cal., to San Francisco, Cal.—3,250 miles.

## TIME IN TRANSIT.

Period.	Mails carried through.	Aggregate time occupied.	Average time.	Shortest time.	Mails carried through in schedule time.	Mails behind schedule time.	Mails a day or more behind time.	Mails miscarried.	Days on which no mail arrived.
		<i>Hrs. Min.</i>	<i>Hrs. Min.</i>	<i>Hrs. Min.</i>					
October, 1871.....	30	5,138 00	171 16	166 15	22	2	5	.....	7
November, 1871.....	29	5,018 50	173 03	166 25	24	5	5	.....	4
December, 1871*.....	23	4,813 55	218 48	168 15	3	19	16	.....	21
January, 1872*.....	27	7,140 00	264 26	189 40	1	26	26	.....	25
February, 1872*.....	29	13,219 30	455 50	169 25	3	26	25	5	25
March, 1872*.....	30	5,717 05	190 34	169 05	16	14	14	.....	10
April, 1872.....	30	5,403 10	180 06	169 05	20	10	8	.....	6
May, 1872.....	31	5,299 15	170 56	169 25	23	3	1	.....	3
June, 1872.....	30	5,200 45	173 21	169 25	25	5	4	.....	4
July, 1872.....	31	5,296 45	170 51	169 25	29	2	1	.....	2
August, 1872.....	30	5,210 45	173 41	169 25	26	4	4	.....	5
September, 1872.....	28	5,029 10	179 36	169 25	17	11	9	.....	7
Whole period.....	347	72,487 10	208 53	166 15	214	133	118	.....	119
Dec. to March, inclusive.....	108	30,890 30	286 01	168 15	23	85	81	5	81
Residue of whole period.....	239	41,596 40	173 37	166 15	191	48	37	.....	38

\* Average time lengthened by snow-blockades west of Omaha.

## 2.—Through mails to Washington from San Francisco.

ROUTE.—From San Francisco, Cal., via Oakland, Cal., Stockton, Cal., Sacramento City, Cal., Ogden, Utah, Omaha City, Nebr., Clinton, Iowa, Chicago, Ill., Pittsburgh, Pa., Harrisburgh, Pa., and Baltimore, Md., to Washington, D. C.—3,250 miles.

## TIME IN TRANSIT.

Period.	Mails carried through.	Aggregate time occupied.	Average time.	Shortest time.	Mails carried through in schedule time.	Mails behind schedule time.	Mails a day or more behind time.	Mails miscarried.	Days on which no mail arrived.
		<i>Hrs. Min.</i>	<i>Hrs. Min.</i>	<i>Hrs. Min.</i>					
October, 1871.....	31	5,286 30	170 31	167 00	18	13	2	.....	2
November, 1871.....	30	5,171 25	172 22	165 40	20	10	4	.....	4
December, 1871*.....	25	5,369 05	214 45	165 40	5	20	20	.....	18
January, 1872*.....	28	8,285 35	295 54	173 00	.....	28	25	.....	26
February, 1872*.....	38	17,546 10	461 44	167 50	3	35	35	.....	19
March, 1872*.....	31	5,870 20	189 21	167 10	14	17	15	.....	9
April, 1872.....	30	5,229 20	174 18	167 10	20	10	5	.....	4
May, 1872.....	31	5,320 15	168 43	167 10	27	4	.....	.....	.....
June, 1872.....	30	5,115 00	170 30	167 10	24	6	2	.....	2
July, 1872.....	31	5,264 35	169 49	167 00	27	4	2	.....	2
August, 1872.....	31	5,240 05	169 02	167 10	26	5	1	.....	1
September, 1872.....	30	5,097 05	169 54	167 10	25	5	2	.....	2
Whole period.....	366	78,705 25	215 02	165 40	209	157	113	.....	89
Dec. to March, inclusive.....	122	37,071 10	303 51	165 40	22	100	95	.....	72
Residue of whole period.....	244	41,634 15	170 37	165 40	187	57	18	.....	17

\* Average time lengthened by snow-blockades west of Omaha.

## 3.—Through mails to San Francisco from New York.

ROUTE.—From New York, N. Y., via Harrisburgh, Pa., Pittsburgh, Pa., (also, from New York, via Erie, Pa.,) Chicago, Ill., Clinton, Iowa, Omaha City, Nebr., Ogden, Utah, Sacramento City, Cal., Stockton, Cal., and Oakland, Cal., to San Francisco, Cal.—3,307 miles, (3,370 miles via Erie, Pa.)

## TIME IN TRANSIT.

Period.	Mails carried through.	Aggregate time occupied.	Average time.	Shortest time.	Mails carried through in schedule-time.	Mails behind schedule-time.	Mails a day or more behind time.	Mails miscarried.	Days on which no mail arrived.
		<i>Hrs. Min.</i>	<i>Hrs. Min.</i>	<i>Hrs. Min.</i>					
October, 1871.....	69	11,890 10	173 19	167 05	62	7	1	.....	2
November, 1871.....	63	11,239 15	175 13	168 05	51	12	12	.....	4
December, 1871*.....	54	11,590 05	214 15	169 00	11	43	38	.....	19
January, 1872*.....	69	18,856 40	273 17	190 25	3	66	66	.....	24
February, 1872*.....	82	38,327 15	467 46	172 10	.....	82	75	13	25
March, 1872*.....	71	13,780 55	194 05	170 00	41	30	30	1	10
April, 1872.....	74	13,279 40	179 27	170 00	62	12	9	.....	2
May, 1872.....	88	15,384 35	174 49	170 10	82	6	.....	.....	2
June, 1872.....	75	13,222 35	176 18	170 10	69	6	6	.....	3
July, 1872.....	81	14,183 35	175 07	170 10	78	3	2	.....	2
August, 1872.....	66	11,570 15	175 18	170 10	64	2	.....	.....	1
September, 1872.....	52	9,303 00	178 54	171 10	43	9	5	.....	3
Whole period.....	844	182,628 00	216 23	167 05	566	278	244	14	99
Dec. to March, inclusive.	276	82,554 55	299 06	169 00	55	221	209	14	78
Residue of whole period.	568	100,073 05	176 11	167 05	511	57	35	.....	21

\* Average time lengthened by snow-blockades west of Omaha.

## 4.—Through mails to New York from San Francisco.

ROUTE.—From San Francisco, Cal., via Oakland, Cal., Stockton, Cal., Sacramento City, Cal., Ogden, Utah, Omaha City, Nebr., Clinton, Iowa, Chicago, Ill., Pittsburgh, Pa., and Harrisburgh, Pa., (also, after passing Chicago, via Erie, Pa.,) to New York, N. Y.—3,307 miles, (3,370 miles via Erie, Pa.)

## TIME IN TRANSIT.

Period.	Mails carried through.	Aggregate time occupied.	Average time.	Shortest time.	Mails carried through in schedule-time.	Mails behind schedule-time.	Mails a day or more behind time.	Mails miscarried.	Days on which no mail arrived.
		<i>Hrs. Min.</i>	<i>Hrs. Min.</i>	<i>Hrs. Min.</i>					
October, 1871.....	31	5,275 30	170 10	167 40	25	6	1	.....	1
November, 1871.....	30	5,172 20	172 24	167 15	25	5	3	.....	3
December, 1871*.....	23	4,800 05	208 41	167 15	3	20	18	2	18
January, 1872*.....	28	8,267 15	295 15	178 00	.....	28	25	.....	24
February, 1872*.....	16	6,809 45	425 36	169 20	3	13	13	20	19
March, 1872*.....	31	5,887 25	189 55	168 30	15	16	14	.....	9
April, 1872.....	30	5,266 45	175 33	168 20	22	8	5	.....	4
May, 1872.....	31	5,268 25	169 56	168 10	30	1	.....	.....	.....
June, 1872.....	29	4,951 50	170 45	168 00	27	2	1	1	2
July, 1872.....	30	5,144 05	171 28	168 10	25	5	2	.....	2
August, 1872.....	30	5,095 20	169 50	168 10	25	5	.....	1	1
September, 1872.....	30	5,101 05	170 02	168 30	27	3	.....	.....	.....
Whole period.....	339	67,039 50	197 45	167 15	227	112	82	24	83
Dec. to March, inclusive.	98	25,764 30	262 54	167 15	21	77	70	22	70
Residue of whole period.	241	41,275 20	171 16	167 15	206	35	12	2	13

\* Average time lengthened by snow-blockades west of Omaha.

## 5.—Through mails to San Francisco from Boston.

ROUTE.—From Boston, Mass., via Albany, N. Y., Buffalo, N. Y., Erie, Pa., Toledo, Ohio, Chicago, Ill., Clinton, Iowa, Omaha City, Nebr., Ogden, Utah, Sacramento City, Cal., Stockton, Cal., and Oakland, Cal., to San Francisco, Cal.—3,449 miles.

## TIME IN TRANSIT.

Period.	Mails carried through.	Aggregate time occupied.	Average time.	Shortest time.	Mails carried through in schedule-time.	Mails behind schedule-time.	Mails a day or more behind time.	Mails miscarried.	Days on which no mail arrived.
		<i>Hrs. Min.</i>	<i>Hrs. Min.</i>	<i>Hrs. Min.</i>					
October, 1871 .....	27	5,010 10	185 33	165 10	22	5	5	.....	6
November, 1871 .....	30	5,617 55	187 15	171 10	18	12	12	.....	6
December, 1871* .....	23	5,099 40	221 43	172 45	5	18	17	.....	19
January, 1872* .....	26	7,380 05	283 57	174 25	1	25	25	.....	24
February, 1872* .....	21	34,385 20	484 26	174 25	1	70	68	11	25
March, 1872* .....	27	5,439 30	201 27	174 00	15	12	11	.....	12
April, 1872 .....	27	5,280 35	188 35	183 55	23	5	3	.....	4
May, 1872 .....	31	5,492 30	174 55	174 10	29	2	.....	.....	2
June, 1872 .....	29	5,107 55	176 08	174 10	27	2	.....	.....	3
July, 1872 .....	31	5,490 00	174 50	174 10	30	1	.....	.....	1
August, 1872 .....	31	5,409 00	174 29	174 10	30	1	.....	.....	1
September, 1872 .....	29	5,398 00	186 08	168 15	25	4	2	.....	5
Whole period .....	383	95,070 40	248 13	165 10	226	157	145	11	108

\* Average time lengthened by snow-blockades west of Omaha.

## 6.—Through mails to Boston from San Francisco.

ROUTE.—From San Francisco, Cal., via Oakland, Cal., Stockton, Cal., Sacramento City, Cal., Ogden, Utah, Omaha City, Nebr., Clinton, Iowa, Chicago, Ill., Toledo, Ohio, Erie, Pa., Buffalo, N. Y., and Albany, N. Y., to Boston, Mass.—3,449 miles.

## TIME IN TRANSIT.

Period.	Mails carried through.	Aggregate time occupied.	Average time.	Shortest time.	Mails carried through in schedule-time.	Mails behind schedule-time.	Mails a day or more behind time.	Mails miscarried.	Days on which no mail arrived.
		<i>Hrs. Min.</i>	<i>Hrs. Min.</i>	<i>Hrs. Min.</i>					
October, 1871 .....	30	5,246 45	174 53	170 45	24	6	1	1	2
November, 1871 .....	30	5,345 15	178 10	170 30	15	15	4	.....	5
December, 1871* .....	25	5,543 45	221 45	170 45	3	27	29	.....	18
January, 1872* .....	28	8,505 15	303 45	171 30	1	27	27	.....	25
February, 1872* .....	38	17,439 00	458 55	172 30	3	35	35	.....	20
March, 1872* .....	31	6,119 30	197 24	171 45	11	20	14	.....	10
April, 1872 .....	29	5,194 15	179 06	171 45	18	11	6	1	4
May, 1872 .....	31	5,373 00	173 19	171 30	30	1	.....	.....	1
June, 1872 .....	30	5,319 00	177 18	171 30	19	11	2	.....	4
July, 1872 .....	31	5,460 45	176 09	171 30	18	13	2	.....	3
August, 1872 .....	31	5,423 05	174 56	171 45	23	8	.....	.....	3
September, 1872 .....	30	5,303 15	176 46	172 00	19	11	1	.....	5
Whole period .....	364	80,272 50	220 31	170 30	184	180	113	2	100

\* Average time lengthened by snow-blockades west of Omaha.

## 7.—Through mails to San Francisco from Cincinnati.

ROUTE.—From Cincinnati, Ohio, via Chicago, Ill., Clinton, Iowa, Omaha City, Nebr., Ogden, Utah, Sacramento City, Cal., Stockton, Cal., and Oakland, Cal., to San Francisco, Cal.—2,702 miles.

## TIME IN TRANSIT.

Period.	Mails carried through.	Aggregate time occupied.	Average time.	Shortest time.	Mails carried through in schedule-time.	Mails behind schedule-time.	Mails a day or more behind time.	Mails miscarried.	Days on which no mail arrived.
		<i>Hrs. Min.</i>	<i>Hrs. Min.</i>	<i>Hrs. Min.</i>					
October, 1871 .....	21	3, 134 15	149 15	143 00	15	6	5	.....	13
November, 1871 .....	28	4, 297 20	153 28	143 10	20	8	8	.....	5
December, 1871* .....	23	4, 678 55	203 25	145 00	2	21	19	.....	21
January, 1872* .....	24	6, 195 30	216 28	146 25	1	23	23	.....	26
February, 1872* .....	28	13, 216 55	472 10	148 00	1	27	27	4	25
March, 1872* .....	25	4, 358 00	174 19	145 45	8	17	15	.....	18
April, 1872 .....	30	4, 992 45	166 25	146 00	7	23	21	.....	7
May, 1872 .....	31	4, 741 25	152 56	146 10	21	10	8	.....	6
June, 1872 .....	26	3, 940 15	151 32	146 10	20	6	5	.....	7
July, 1872 .....	30	4, 573 30	152 27	146 10	22	8	7	.....	6
August, 1872 .....	30	4, 753 50	158 27	146 10	15	15	15	.....	7
September, 1872 .....	30	4, 625 20	154 10	146 10	19	11	9	.....	6
Whole period .....	326	63, 508 00	194 30	143 00	151	175	162	4	147

\*Average time lengthened by snow-blockades west of Omaha.

## 8.—Through mails to Cincinnati from San Francisco.

ROUTE.—From San Francisco, Cal., via Oakland, Cal., Stockton, Cal., Sacramento City, Cal., Ogden, Utah, Omaha City, Nebr., Clinton, Iowa, and Chicago, Ill., to Cincinnati, Ohio—2,702 miles.

## TIME IN TRANSIT.

Period.	Mails carried through.	Aggregate time occupied.	Average time.	Shortest time.	Mails carried through in schedule-time.	Mails behind schedule-time.	Mails a day or more behind time.	Mails miscarried.	Days on which no mail arrived.
		<i>Hrs. Min.</i>	<i>Hrs. Min.</i>	<i>Hrs. Min.</i>					
October, 1871 .....	31	4, 690 10	151 17	142 00	20	11	6	.....	6
November, 1871 .....	30	4, 429 00	147 38	142 00	25	5	2	.....	2
December, 1871* .....	24	4, 502 40	187 35	144 40	3	21	19	.....	18
January, 1872* .....	23	6, 646 25	288 58	168 40	.....	23	23	.....	26
February, 1872* .....	38	16, 328 15	429 41	146 10	2	36	36	.....	22
March, 1872* .....	32	5, 397 45	168 40	144 00	14	18	17	.....	9
April, 1872 .....	30	4, 522 50	150 45	143 40	24	6	6	.....	4
May, 1872 .....	31	4, 587 35	147 59	144 00	26	5	1	.....	1
June, 1872 .....	30	4, 510 35	150 21	136 15	19	11	3	.....	6
July, 1872 .....	32	4, 707 20	147 06	129 15	9	23	7	.....	6
August, 1872 .....	30	4, 396 45	146 33	135 00	11	19	7	.....	9
September, 1872 .....	30	4, 561 20	152 02	136 10	8	22	7	.....	5
Whole period .....	361	69, 280 40	191 54	129 15	161	200	134	.....	114

\*Average time lengthened by snow-blockades west of Omaha.

## 9.—Through mails to San Francisco from Chicago.

ROUTE.—From Chicago, Ill., via Clinton, Iowa, Omaha City, Nebr., Ogden, Utah, Sacramento City, Cal., Stockton, Cal., and Oakland, Cal., to San Francisco, Cal.—2,406 miles.

## TIME IN TRANSIT.

Period.	Mails carried through.	Aggregate time occupied.	Average time.	Shortest time.	Mails carried through in schedule-time.	Mails behind schedule-time.	Mails a day or more behind time.	Mails miscarried.	Days on which no mail arrived.
		Hrs. Min.	Hrs. Min.	Hrs. Min.					
October, 1871*.....	13	1,762 05	135 32	128 00	11	2	2	.....	4
November, 1871*.....	16	4,293 00	268 18	155 10	.....	16	16	.....	26
December, 1871*.....	29	12,218 50	421 20	131 25	1	28	26	5	25
January, 1872*†.....	30	4,425 10	147 30	130 50	20	10	10	.....	8
February, 1872†.....	30	4,106 50	136 52	130 50	23	7	5	.....	4
March, 1872†.....	31	4,089 30	131 55	131 10	29	2	.....	.....	2
April, 1872.....	29	3,925 20	135 21	132 10	25	4	3	.....	4
May, 1872.....	31	4,116 00	132 46	131 10	29	2	1	.....	2
June, 1872.....	31	4,076 00	131 29	131 10	30	1	.....	.....	1
July, 1872.....	30	4,038 20	134 36	132 10	26	4	2	.....	4
August, 1872.....									
September, 1872.....									
Whole period.....	270	47,051 05	174 15	128 00	194	76	65	5	80

\* Returns interrupted; great fire at Chicago.

† Average time lengthened by snow-blockades west of Omaha.

## 10.—Through mails to Chicago from San Francisco.

ROUTE.—From San Francisco, Cal., via Oakland, Cal., Stockton, Cal., Sacramento City, Cal., Ogden, Utah, Omaha City, Nebr., and Clinton, Iowa, to Chicago, Ill.—2,406 miles.

## TIME IN TRANSIT.

Period	Mails carried through.	Aggregate time occupied.	Average time.	Shortest time.	Mails carried through in schedule-time.	Mails behind schedule-time.	Mails a day or more behind time.	Mails miscarried.	Days on which no mail arrived.
		Hrs. Min.	Hrs. Min.	Hrs. Min.					
October, 1871*.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
November, 1871*.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
December, 1871*.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
January, 1872*.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
February, 1872†.....	40	15,107 25	377 41	129 15	5	35	35	.....	19
March, 1872†.....	31	4,623 05	149 07	129 10	19	12	12	.....	6
April, 1872.....	30	4,029 00	134 18	128 40	25	5	5	.....	5
May, 1872.....	31	4,015 05	129 31	128 15	31	.....	.....	.....	.....
June, 1872.....	30	2,928 10	130 56	129 00	27	3	1	.....	1
July, 1872.....	31	4,006 50	129 15	129 00	31	.....	.....	.....	.....
August, 1872.....	31	4,009 25	129 20	128 40	31	.....	.....	.....	.....
September, 1872.....	30	3,879 40	129 19	128 45	30	.....	.....	.....	.....
Whole period.....	254	42,598 40	167 42	128 15	199	55	53	.....	31

\* Returns interrupted; great fire at Chicago.

† Average time lengthened by snow-blockades west of Omaha.

## 11.—Through mails to San Francisco from Saint Louis.

ROUTE.—From Saint Louis, Mo., via Kansas City, Mo., Denver City, Colo., Cheyenne, Wyo., Ogden, Utah, Sacramento City, Cal., Stockton, Cal., and Oakland, Cal., to San Francisco, Cal.—2,400 miles.

## TIME IN TRANSIT.

Period.	Mails carried through.	Aggregate time occupied.	Average time.	Shortest time.	Mails carried through in schedule-time.	Mails behind schedule-time.	Mails a day or more behind time.	Mails miscarried.	Days on which no mail arrived.
		<i>Hrs. Min.</i>	<i>Hrs. Min.</i>	<i>Hrs. Min.</i>					
October, 1871 .....	23	3,314 20	144 06	129 40	10	13	12	.....	14
November, 1871 .....	29	4,161 25	143 29	129 45	12	17	17	.....	9
December, 1871* .....	24	5,278 50	219 57	131 20	2	22	22	.....	20
January, 1872* .....	22	5,523 00	251 20	133 00	1	21	21	.....	26
February, 1872* .....	29	12,919 05	445 29	132 45	3	26	26	3	25
March, 1872* .....	26	4,207 50	161 50	132 35	10	16	16	.....	16
April, 1872 .....	27	4,130 25	152 58	132 35	10	17	16	.....	8
May, 1872 .....	28	3,998 05	142 47	132 45	18	10	10	.....	10
June, 1872 .....	30	4,099 20	136 38	132 45	26	4	3	.....	3
July, 1872 .....	31	4,160 10	134 11	132 45	29	2	1	.....	2
August, 1872 .....	29	3,883 15	133 54	132 45	27	2	1	.....	4
September, 1872 .....	29	3,995 05	137 45	132 25	22	7	5	.....	7
Whole period .....	327	59,670 50	182 28	129 40	170	157	150	3	144

\* Average time lengthened by snow-blockades west of Omaha.

## 12.—Through mails to Saint Louis from San Francisco.

ROUTE.—From San Francisco, Cal., via Oakland, Cal., Stockton, Cal., Sacramento City, Cal., Ogden, Utah, Cheyenne, Wyo., Denver City, Colo., and Kansas City, Mo., to Saint Louis, Mo.—2,400 miles.

## TIME IN TRANSIT.

Period.	Mails carried through.	Aggregate time occupied.	Average time.	Shortest time.	Mails carried through in schedule-time.	Mails behind schedule-time.	Mails a day or more behind time.	Mails miscarried.	Days on which no mail arrived.
		<i>Hrs. Min.</i>	<i>Hrs. Min.</i>	<i>Hrs. Min.</i>					
October, 1871 .....	31	4,218 30	136 04	132 00	26	5	5	.....	5
November, 1871 .....	29	4,018 00	138 33	131 30	19	10	10	.....	6
December, 1871* .....	23	4,258 00	186 07	142 30	4	19	14	.....	19
January, 1872* .....	28	7,274 00	259 47	142 30	4	24	14	.....	25
February, 1872* .....	39	15,304 00	392 24	133 00	3	36	36	.....	20
March, 1872* .....	30	4,683 00	156 06	130 00	3	27	14	.....	8
April, 1872 .....	29	4,088 30	140 58	126 00	11	18	2	1	7
May, 1872 .....	32	4,266 00	133 56	126 00	16	16	2	.....	6
June, 1872 .....	28	2,724 30	133 10	126 00	17	11	3	1	7
July, 1872 .....	32	4,199 30	131 14	126 00	24	8	3	.....	6
August, 1872 .....	30	3,916 00	130 00	126 00	22	8	3	1	5
September, 1872 .....	31	4,122 00	132 58	126 00	18	13	5	.....	5
Whole period .....	362	63,092 00	174 14	126 00	167	195	122	3	119

\* Average time lengthened by snow-blockades west of Omaha.



## 13.—Through mails to New Orleans from Washington.

ROUTE.—From Washington, D. C., via Lynchburgh, Va., Bristol, Tenn., Knoxville, Tenn., Cleveland-Tenn., Chattanooga, Tenn., Grand Junction, Tenn., and Canton, Miss., (till May 16, 1872, and after, ward, after passing Cleveland, Tenn., via Dalton, Ga., Calera, Ala., Montgomery, Ala., and Mobile, Ala.,) to New Orleans, La.—1,280 miles, (1,188 miles via Dalton.)

## TIME IN TRANSIT.

Period.	Mails carried through.	Aggregate time occupied.	Average time.	Shortest time.	Mails carried through in schedule-time.	Mails behind schedule-time.	Mails half a day or more behind time.	Mails miscarried.	Days on which no mail arrived.
		<i>Hrs. Min.</i>	<i>Hrs. Min.</i>	<i>Hrs. Min.</i>					
October, 1871 .....	30	2,437 35	81 15	76 50	16	14	4	1	3
November, 1871 .....	30	2,454 10	81 48	76 50	21	9	3	.....	3
December, 1871 .....	31	2,614 50	84 20	78 25	222	9	6	.....	4
January, 1872 .....	30	2,409 30	80 19	78 30	27	3	1	.....	2
February, 1872 .....	30	2,469 30	82 19	78 30	24	6	4	.....	3
March, 1872 .....	31	2,562 30	82 39	78 30	25	6	5	.....	4
April, 1872 .....	30	2,407 35	80 15	78 30	26	4	2	.....	1
May, 1872 .....	31	2,373 00	76 39	66 30	27	4	4	.....	1
June, 1872 .....	30	2,060 45	68 41	67 30	28	2	1	.....	1
July, 1872 .....	31	2,298 50	74 09	64 30	19	12	10	1	5
August, 1872 .....	30	2,088 30	69 37	65 00	23	7	7	.....	7
September, 1872 .....	28	1,937 05	69 10	65 00	22	6	6	1	6
Whole period .....	362	28,113 50	77 39	64 30	280	89	53	3	40
Oct. to April, inclusive ..	212	17,355 40	81 51	76 50	161	51	25	1	20
May to Sept., inclusive ..	150	10,758 10	71 43	64 30	119	31	28	2	20

## 14.—Through mails to Washington from New Orleans.

ROUTE.—From New Orleans, La., via Canton, Miss., Grand Junction, Tenn., Chattanooga, Tenn., (till May 16, 1872, and afterward from New Orleans, La., via Mobile, Ala., Montgomery, Ala., Calera, Ala., Dalton, Ga.,) Cleveland, Tenn., Knoxville, Tenn., Bristol, Tenn., and Lynchburgh, Va., to Washington, D. C.—1,280 miles, (1,188 miles via Dalton.)

## TIME IN TRANSIT.

Period.	Mails carried through.	Aggregate time occupied.	Average time.	Shortest time.	Mails carried through in schedule-time.	Mails behind schedule-time.	Mails half a day or more behind time.	Mails miscarried.	Days on which no mail arrived.
		<i>Hrs. Min.</i>	<i>Hrs. Min.</i>	<i>Hrs. Min.</i>					
October, 1871 .....	30	2,352 25	78 24	73 40	24	6	6	.....	7
November, 1871 .....	30	2,274 25	75 48	72 45	27	3	3	.....	3
December, 1871 .....	31	2,570 20	82 54	72 45	19	12	12	.....	8
January, 1872 .....	30	2,472 10	82 24	72 45	18	12	12	.....	8
February, 1872 .....	29	2,436 30	84 10	72 45	15	14	14	.....	5
March, 1872 .....	32	2,543 50	79 24	72 45	20	12	12	.....	6
April, 1872 .....	30	2,446 40	81 33	72 45	21	9	9	.....	5
May, 1872 .....	36	2,957 55	72 09	61 50	35	1	1	.....	1
June, 1872 .....	31	2,002 20	64 35	62 10	27	4	3	.....	2
July, 1872 .....	31	2,179 10	70 17	61 10	20	11	11	.....	6
August, 1872 .....	31	1,928 05	62 11	61 50	31	.....	.....	.....	.....
September, 1872 .....	30	1,900 05	63 20	62 00	28	2	1	.....	1
Whole period .....	371	28,063 55	75 38	61 10	285	86	84	.....	52
Oct. to April, inclusive ..	212	17,096 20	80 38	72 40	144	68	68	.....	42
May to Sept., inclusive ..	159	10,967 35	68 58	61 10	141	18	16	.....	10

## 15.—Through mails to New Orleans from New York.

**SOUTHWESTERN ROUTE.**—From New York, N. Y., via Washington, D. C., Lynchburgh, Va., Bristol, Tenn., Knoxville, Tenn., Cleveland, Tenn., Chattanooga, Tenn., Grand Junction, Tenn., and Canton, Miss., (till May 16, 1872, and afterward, after passing Cleveland, Tenn., via Dalton, Ga., Calera, Ala., Montgomery, Ala., and Mobile, Ala.) to New Orleans, La.—1,510 miles, (1,418 miles via Dalton.)

## TIME IN TRANSIT.

Period.	Mails carried through.	Aggregate time occupied.	Average time.	Shortest time.	Mails carried through in schedule-time.	Mails behind schedule-time.	Mails half a day or more behind time.	Mails miscarried.	Days on which no mail arrived.
		<i>Hrs. Min.</i>	<i>Hrs. Min.</i>	<i>Hrs. Min.</i>					
October, 1871.....	29	2,574 16	88 46	85 34	17	12	2	1	3.
November, 1871.....	30	2,810 35	93 41	85 34	23	7	6	.....	6
December, 1871.....	31	2,907 39	93 47	87 09	23	9	6	.....	5
January, 1872.....	30	2,735 05	91 10	87 14	23	2	4	.....	5
February, 1872.....	30	2,779 40	92 39	87 14	23	6	6	.....	4
March, 1872.....	31	2,833 14	91 23	87 14	25	6	5	.....	4
April, 1872.....	30	2,694 55	89 49	87 14	26	4	3	.....	2
May, 1872.....	31	2,645 19	85 19	76 44	27	4	4	.....	1
June, 1872.....	30	2,400 10	80 00	76 14	24	6	4	.....	3
July, 1872.....	31	2,479 59	79 59	73 14	19	12	10	1	5
August, 1872.....	30	2,398 35	79 57	73 44	21	9	9	.....	8
September, 1872.....	30	2,394 20	79 48	73 44	20	10	9	.....	7
Whole period.....	363	31,653 47	87 12	73 14	268	95	68	2	53
Oct. to April, inclusive..	211	19,335 24	91 38	85 34	157	54	32	1	29
May to Sept., inclusive..	152	12,318 23	81 02	73 14	111	41	36	1	24

**WESTERN ROUTE.**—From New York, N. Y., via Harrisburgh, Pa., Pittsburgh, Pa., Columbus, Ohio, Cincinnati, Ohio, Louisville, Ky., Bowling Green, Ky., Humboldt, Tenn., Grand Junction, Tenn., and Canton, Miss., to New Orleans, La.—1,606 miles.

## TIME IN TRANSIT.

Period.	Mails carried through.	Aggregate time occupied.	Average time.	Shortest time.	Mails carried through in schedule-time.	Mails behind schedule-time.	Mails half a day or more behind time.	Mails miscarried.	Days on which no mail arrived.
		<i>Hrs. Min.</i>	<i>Hrs. Min.</i>	<i>Hrs. Min.</i>					
October, 1871.....	31	3,018 25	97 21	77 55	4	27	13	.....	8
November, 1871.....	28	2,586 25	92 22	77 30	4	24	23	.....	5
December, 1871.....	31	2,982 35	96 12	77 00	3	28	28	.....	6
January, 1872.....	31	2,790 35	90 10	79 20	7	24	22	.....	1
February, 1872.....	29	2,742 25	94 33	79 20	1	28	28	.....	5
March, 1872.....	30	2,694 15	89 48	79 15	5	25	24	1	2
April, 1872.....	30	2,719 55	90 39	79 20	8	22	21	.....	1
May, 1872.....	30	2,619 50	87 19	79 25	12	18	18	.....	2
June, 1872.....	31	2,690 35	86 47	77 00	10	21	4	.....	7
July, 1872.....	31	2,643 15	85 15	78 25	12	19	4	.....	4
August, 1872.....	30	2,367 19	78 54	72 55	22	8	6	.....	4
September, 1872.....	26	2,268 10	87 14	73 00	8	18	18	.....	7
Whole period.....	358	32,123 44	89 43	72 55	96	262	209	1	52

## 16.—Through mails to New York from New Orleans.

SOUTHWESTERN ROUTE.—From New Orleans, La., via Canton, Miss., Grand Junction, Tenn., Chattanooga, Tenn., (till May 16, 1872, and afterward from New Orleans, La., via Mobile, Ala., Montgomery, Ala., Calera, Ala., Dalton, Ga.,) Cleveland, Tenn., Knoxville, Tenn., Bristol, Tenn., Lynchburgh, Va., and Washington, D. C., to New York, N. Y.—1,510 miles, (1,418 miles via Dalton.)

## TIME IN TRANSIT.

Period.	Mails carried through.	Aggregate time occupied.	Average time.	Shortest time.	Mails carried through in schedule-time.	Mails behind schedule-time.	Mails half a day or more behind time.	Mails miscarried.	Days on which no mail arrived.
		<i>Hrs. Min.</i>	<i>Hrs. Min.</i>	<i>Hrs. Min.</i>					
October, 1871	29	2,650 10	91 20	85 15	23	6	6		2
November, 1871	30	2,640 00	88 00	85 25	27	3	2		2
December, 1871	30	2,842 55	94 45	85 15	19	11	10		2
January, 1872	31	2,942 30	94 55	85 10	19	12	12		2
February, 1872	30	2,862 45	95 25	84 00	15	15	14		7
March, 1872	31	2,823 25	91 40	85 15	20	11	6		3
April, 1872	30	2,711 50	90 23	85 10	23	7	4		3
May, 1872	30	2,473 45	82 27	71 50	30				5
June, 1872	30	2,291 40	76 23	71 30	23	7	7		5
July, 1872	33	2,837 45	85 59	71 55	13	20	20		6
August, 1872	31	2,351 50	75 50	71 50	23	8	8		7
September, 1872	30	2,386 25	79 32	72 00	15	15	15		7
Whole period	365	31,815 00	87 09	71 30	250	115	104		63
Oct. to April, inclusive	211	19,473 35	92 17	84 00	146	65	54		35
May to Sept., inclusive	154	12,341 25	80 09	71 30	104	50	50		28

WESTERN ROUTE.—From New Orleans, La., via Canton, Miss., Grand Junction, Tenn., Humboldt, Tenn., Bowling Green, Ky., Louisville, Ky., Cincinnati, Ohio, Columbus, Ohio, Pittsburgh, Pa., and Harrisburgh, Pa., to New York, N. Y.—1,608 miles.

## TIME IN TRANSIT.

Period.	Mails carried through.	Aggregate time occupied.	Average time.	Shortest time.	Mails carried through in schedule-time.	Mails behind schedule-time.	Mails half a day or more behind time.	Mails miscarried.	Days on which no mail arrived.
		<i>Hrs. Min.</i>	<i>Hrs. Min.</i>	<i>Hrs. Min.</i>					
October, 1871	26	2,657 00	102 11	95 00		26	7		11
November, 1871	30	2,869 25	95 39	95 00		30	30		4
December, 1871	31	3,068 40	98 59	98 30		31	30		1
January, 1872	30	2,884 50	96 09	95 50		30	30	1	1
February, 1872	29	2,970 35	102 26	85 00		29	28		5
March, 1872	30	2,961 20	96 42	79 00	1	29	28		6
April, 1872	30	2,913 55	97 07	95 40		30	30		1
May, 1872	32	3,067 20	95 51	78 45	2	30	30		1
June, 1872	30	2,601 15	86 42	76 30	10	20	11		4
July, 1872	30	2,543 30	84 47	76 30	11	19	8		5
August, 1872	29	2,393 10	82 31	76 15	17	12	10		5
September, 1872	25	2,266 00	90 38	73 00	9	16	14		7
Whole period	352	33,217 00	94 21	73 00	50	302	252	1	49

## 17.—Through mails to Memphis from New York.

**SOUTHWESTERN ROUTE.**—From New York, N. Y., via Washington, D. C., Lynchburgh, Va., Bristol, Tenn., Knoxville, Tenn., Chattanooga, Tenn., and Grand Junction, Tenn., to Memphis, Tenn.—1,165 miles.

## TIME IN TRANSIT.

Period.	Mails carried through.	Aggregate time occupied.	Average time.	Shortest time.	Mails carried through in schedule-time.	Mails behind schedule-time.	Mails half a day or more behind time.	Mails miscarried.	Days on which no mail arrived.
		<i>Hrs. Min.</i>	<i>Hrs. Min.</i>	<i>Hrs. Min.</i>					
October, 1871 .....	31	2,050 34	66 08	62 59	25	6	4	.....	3
November, 1871 .....	30	2,066 15	68 52	62 59	23	7	3	.....	6
December, 1871 .....	31	2,125 09	68 33	62 59	25	6	3	.....	5
January, 1872 .....	31	2,021 40	65 12	62 59	25	6	2	.....	2
February, 1872 .....	29	1,846 11	63 39	62 59	26	1	1	.....	1
March, 1872 .....	31	1,981 59	63 56	62 59	29	2	1	.....	1
April, 1872 .....	30	1,948 00	64 56	62 59	26	4	2	.....	2
May, 1872 .....	30	1,890 15	63 00	62 59	30	.....	.....	1	1
June, 1872 .....	30	1,936 20	64 32	62 59	28	2	2	.....	2
July, 1872 .....	31	2,077 59	67 10	61 59	26	5	4	.....	4
August, 1872 .....	31	1,956 44	63 07	61 59	29	2	2	.....	1
September, 1872 .....	30	1,907 30	63 35	61 59	28	2	2	.....	2
Whole period .....	365	23,808 36	65 13	61 59	322	43	32	1	30

**WESTERN ROUTE.**—From New York, N. Y., via Harrisburgh, Pa., Pittsburgh, Pa., Columbus, Ohio, Cincinnati, Ohio, Louisville, Ky., Bowling Green, Ky., and Humboldt, Tenn., to Memphis, Tenn.—1,229 miles.

## TIME IN TRANSIT.

Period.	Mails carried through.	Aggregate time occupied.	Average time.	Shortest time.	Mails carried through in schedule-time.	Mails behind schedule-time.	Mails half a day or more behind time.	Mails miscarried.	Days on which no mail arrived.
		<i>Hrs. Min.</i>	<i>Hrs. Min.</i>	<i>Hrs. Min.</i>					
October, 1871 .....	31	1,868 30	60 16	57 30	29	2	1	.....	.....
November, 1871 .....	30	1,810 20	60 20	55 00	28	2	1	.....	1
December, 1871 .....	31	1,940 30	62 35	57 30	22	9	9	.....	.....
January, 1872 .....	31	1,846 45	59 34	57 30	30	1	.....	.....	.....
February, 1872 .....	29	1,727 30	59 34	57 30	28	1	1	.....	.....
March, 1872 .....	31	1,842 30	59 26	57 30	30	1	1	.....	.....
April, 1872 .....	30	1,785 00	59 30	57 30	30	.....	.....	.....	.....
May, 1872 .....	31	1,830 30	59 20	57 30	31	.....	.....	.....	.....
June, 1872 .....	30	1,779 15	59 18	57 30	30	.....	.....	.....	.....
July, 1872 .....	31	1,849 00	59 38	57 45	31	.....	.....	.....	.....
August, 1872 .....	31	1,837 15	59 12	57 45	31	.....	.....	.....	.....
September, 1872 .....	30	1,791 15	59 42	57 45	30	.....	.....	.....	.....
Whole period .....	366	21,908 20	59 51	55 00	350	16	13	.....	1

## 18.—Through mails to New York from Memphis.

SOUTHWESTERN ROUTE.—From Memphis, Tenn., via Grand Junction, Tenn., Chattanooga, Tenn., Knoxville, Tenn., Bristol, Tenn., Lynchburg, Va., and Washington, D. C., to New York, N. Y.—1,165 miles.

## TIME IN TRANSIT.

Period.	Mails carried through.	Aggregate time occupied.	Average time.	Shortest time.	Mails carried through in schedule time.	Mails behind schedule time.	Mails half a day or more behind time.	Mails miscarried.	Days on which no mail arrived.
		<i>Hrs. Min.</i>	<i>Hrs. Min.</i>	<i>Hrs. Min.</i>					
October, 1871 .....	32	2,279 10	71 13	66 15	28	4	3	.....	1
November, 1871 .....	30	2,054 30	68 29	67 30	29	1	1	.....	3
December, 1871 .....	31	2,192 10	70 42	67 30	26	5	4	.....	1
January, 1872 .....	31	2,127 35	68 37	67 15	30	1	1	.....	4
February, 1872 .....	29	2,107 55	72 41	67 30	21	8	4	.....	3
March, 1872 .....	31	2,243 15	72 21	67 30	22	9	4	.....	1
April, 1872 .....	30	2,071 40	69 03	67 25	26	4	4	.....	1
May, 1872 .....	31	2,100 45	67 45	67 25	30	1	.....	.....	1
June, 1872 .....	30	2,071 40	69 03	67 25	28	2	1	.....	1
July, 1872 .....	31	2,444 40	78 51	66 25	6	25	6	.....	2
August, 1872 .....	31	2,153 45	69 28	66 20	24	7	2	.....	1
September, 1872 .....	30	2,064 15	68 48	66 30	26	4	1	.....	1
Whole period .....	367	25,911 20	70 36	66 20	296	71	31	.....	17

WESTERN ROUTE.—From Memphis, Tenn., via Humboldt, Tenn., Bowling Green, Ky., Louisville, Ky., Cincinnati, O., Columbus, O., Pittsburgh, Pa., and Harrisburg, Pa., to New York, N. Y.—1,229 miles.

## TIME IN TRANSIT.

Period.	Mails carried through.	Aggregate time occupied.	Average time.	Shortest time.	Mails carried through in schedule time.	Mails behind schedule time.	Mails half a day or more behind time.	Mails miscarried.	Days on which no mail arrived.
		<i>Hrs. Min.</i>	<i>Hrs. Min.</i>	<i>Hrs. Min.</i>					
October, 1871 .....	30	1,908 30	63 37	50 10	9	21	14	.....	6
November, 1871 .....	34	2,114 45	62 11	50 45	13	21	9	.....	2
December, 1871 .....	54	3,435 45	63 37	53 40	19	35	27	.....	2
January, 1872 .....	52	3,361 25	64 38	53 45	23	29	19	.....	3
February, 1872 .....	45	2,898 15	64 24	49 30	19	26	25	.....	5
March, 1872 .....	58	3,561 45	61 24	53 25	35	23	21	.....	1
April, 1872 .....	51	3,102 05	60 49	51 30	30	21	18	.....	2
May, 1872 .....	56	3,325 15	59 22	53 25	39	17	15	.....	3
June, 1872 .....	54	3,218 45	59 36	48 05	29	25	6	.....	1
July, 1872 .....	56	3,323 50	59 21	49 30	33	23	11	.....	2
August, 1872 .....	55	3,199 25	58 10	49 00	36	19	16	.....	1
September, 1872 .....	53	3,349 00	63 11	50 00	22	31	26	.....	1
Whole period .....	598	36,798 45	61 32	49 00	307	291	207	11	35

## 19.—Through mails to Cincinnati from Washington.

ROUTE.—From Washington, D. C., via Cumberland, Md., Grafton, W. Va., and Parkersburgh, W. Va., to Cincinnati, Ohio—612 miles.

## TIME IN TRANSIT.

Period.	Mails carried through.	Aggregate time occupied.	Average time.	Shortest time.	Mails carried through in schedule-time.	Mails behind schedule-time.	Mails half a day or more behind time.	Mails miscarried.	Days on which no mail arrived.
		<i>Hrs. Min.</i>	<i>Hrs. Min.</i>	<i>Hrs. Min.</i>					
October, 1871.....	46	1,215 55	26 25	22 55	28	18	.....	2	3
November, 1871.....	59	1,512 45	25 38	22 55	45	14	.....	.....	.....
December, 1871.....	60	1,578 50	26 18	24 05	46	14	.....	1	1
January, 1872.....	58	1,490 05	25 41	24 15	53	6	.....	.....	.....
February, 1872.....	54	1,420 35	26 18	24 15	50	4	2	.....	.....
March, 1872.....	53	1,397 05	26 21	24 15	46	7	1	2	1
April, 1872.....	57	1,516 40	26 36	23 30	48	9	2	.....	.....
May, 1872.....	58	1,468 20	25 18	24 15	56	2	.....	.....	.....
June, 1872.....	54	1,336 30	24 45	23 00	53	1	1	1	.....
July, 1872.....	58	1,460 15	25 10	23 00	53	5	.....	.....	.....
August, 1872.....	57	1,440 20	25 16	23 00	50	7	.....	.....	1
September, 1872.....	56	1,424 20	25 26	23 00	50	6	.....	.....	.....
Whole period.....	670	17,261 40	25 45	22 55	577	93	6	6	6

## 20.—Through mails to Washington from Cincinnati.

ROUTE.—From Cincinnati, Ohio, via Parkersburgh, W. Va., Grafton, W. Va., and Cumberland, Md., to Washington, D. C.—612 miles.

## TIME IN TRANSIT.

Period.	Mails carried through.	Aggregate time occupied.	Average time.	Shortest time.	Mails carried through in schedule-time.	Mails time.	Mails half a day or more behind time.	Mails miscarried.	Days on which no mail arrived.
		<i>Hrs. Min.</i>	<i>Hrs. Min.</i>	<i>Hrs. Min.</i>					
October, 1871.....	53	1,431 50	27 00	23 30	28	25	1	.....	.....
November, 1871.....	45	1,233 45	27 30	23 25	26	19	5	1	.....
December, 1871.....	54	1,623 35	30 03	23 40	28	26	13	1	.....
January, 1872.....	46	1,277 10	27 45	23 40	31	15	6	5	1
February, 1872.....	51	1,417 20	27 49	20 05	32	19	4	1	2
March, 1872.....	53	1,406 40	26 32	20 05	42	11	3	2	1
April, 1872.....	53	1,454 20	27 26	20 05	44	9	3	2	1
May, 1872.....	56	1,462 50	26 07	19 40	50	6	3	.....	1
June, 1872.....	52	1,379 20	26 31	21 30	43	9	3	.....	1
July, 1872.....	52	1,333 40	25 38	19 45	40	12	1	.....	1
August, 1872.....	52	1,349 30	25 57	23 20	41	11	4	.....	6
September, 1872.....	51	1,361 10	26 41	23 30	37	14	2	.....	2
Whole period.....	618	16,731 10	27 04	19 40	442	176	52	11	17

## 21.—Through mails to Cincinnati from New York.

ROUTE.—From New York, N. Y., via Harrisburgh, Pa., Pittsburgh, Pa., Steubenville, Ohio, Columbus, Ohio, and Xenia, Ohio, to Cincinnati, Ohio—744 miles.

## TIME IN TRANSIT.

Period.	Mails carried through.	Aggregate time occupied.	Average time.	Shortest time.	Mails carried through in schedule-time.	Mails behind schedule-time.	Mails half a day or more behind time.	Mails miscarried.	Days on which no mail arrived.
		<i>Hrs. Min.</i>	<i>Hrs. Min.</i>	<i>Hrs. Min.</i>					
October, 1871.....	82	2,893 50	35 17	29 00	58	24	9	1	.....
November, 1871.....	80	2,753 10	34 17	29 00	61	19	9	.....	.....
December, 1871.....	77	2,849 20	37 00	29 00	43	34	19	.....	1
January, 1872.....	82	3,002 55	36 37	29 00	44	38	14	.....	.....
February, 1872.....	77	2,904 55	37 45	29 00	36	41	18	2	.....
March, 1872.....	81	2,947 10	36 23	29 00	63	18	15	.....	1
April, 1872.....	79	2,772 40	35 06	29 00	47	32	10	.....	.....
May, 1872.....	82	2,848 55	34 44	29 00	62	20	10	.....	1
June, 1872.....	75	2,652 35	35 22	29 15	54	21	7	.....	.....
July, 1872.....	81	2,898 10	35 46	29 15	61	20	17	.....	1
August, 1872.....	57	1,928 50	33 50	28 15	49	8	5	.....	1
September, 1872.....	51	1,785 05	35 00	28 15	31	20	11	.....	3
Whole period.....	904	32,237 35	35 38	28 15	609	295	144	3	8

## 22.—Through mails to New York from Cincinnati.

ROUTE.—From Cincinnati, Ohio, via Xenia, Ohio, Columbus, Ohio, Steubenville, Ohio, Pittsburgh, Pa., and Harrisburgh, Pa., to New York, N. Y.—744 miles.

## TIME IN TRANSIT.

Period.	Mails carried through.	Aggregate time occupied.	Average time.	Shortest time.	Mails carried through in schedule-time.	Mails behind schedule-time.	Mails half a day or more behind time.	Mails miscarried.	Days on which no mail arrived.
		<i>Hrs. Min.</i>	<i>Hrs. Min.</i>	<i>Hrs. Min.</i>					
October, 1871.....	62	2,114 00	34 05	28 05	51	11	6	2	2
November, 1871.....	57	1,933 25	33 55	26 35	50	7	1	1	1
December, 1871.....	64	2,285 15	35 42	29 40	38	26	5	1	.....
January, 1872.....	63	2,209 75	36 10	29 50	39	24	6	.....	1
February, 1872.....	62	2,253 30	36 20	27 45	38	24	6	1	2
March, 1872.....	65	1,930 50	29 42	21 30	47	18	3	.....	.....
April, 1872.....	70	2,327 20	33 14	24 00	53	17	7	.....	.....
May, 1872.....	69	2,323 50	33 40	28 40	58	11	4	.....	1
June, 1872.....	60	2,008 20	33 28	26 30	36	24	6	1	1
July, 1872.....	62	2,048 15	32 42	24 10	47	15	3	.....	.....
August, 1872.....	66	2,714 55	32 57	27 50	50	16	4	.....	.....
September, 1872.....	60	2,088 45	34 48	21 35	41	19	10	2	.....
Whole period.....	760	26,238 40	34 31	21 30	548	212	61	8	8

## 23.—Through mails to Saint Louis from Washington.

ROUTE.—From Washington, via Cumberland, Md., Grafton, W. Va., Bellaire, Ohio, Columbus, Ohio, Indianapolis, Ind., and Mattoon, Ill. (also, after passing Grafton, via Parkersburgh, W. Va., and Cincinnati, Ohio,) to Saint Louis, Mo.—986 miles, (954 miles via Parkersburgh.)

## TIME IN TRANSIT.

Period.	Mails carried through.	Aggregate time occupied.	Average time.	Shortest time.	Mails carried through in schedule-time.	Mails behind schedule-time.	Mails half a day or more behind time.	Mails miscarried.	Days on which no mail arrived.
		<i>Hrs. Min.</i>	<i>Hrs. Min.</i>	<i>Hrs. Min.</i>					
October, 1871 .....	52	2,520 00	48 27	40 30	22	30	9	2	3
November, 1871 .....	52	2,428 30	46 42	40 30	24	28	5	2	1
December, 1871 .....	52	2,656 30	51 05	40 00	26	26	18	2	2
January, 1872 .....	54	2,627 00	48 38	40 30	26	28	12	2	3
February, 1872 .....	53	2,488 00	46 56	42 45	27	26	7	1	1
March, 1872 .....	55	2,532 30	46 20	40 00	33	22	6	2	1
April, 1872 .....	52	2,320 45	44 37	40 30	40	12	3	3	2
May, 1872 .....	56	2,412 45	43 05	40 30	47	9	1	1	.....
June, 1872 .....	55	2,322 00	42 13	40 30	51	4	1	1	.....
July, 1872 .....	55	2,383 20	43 20	40 30	39	16	3	1	.....
August, 1872 .....	52	2,209 05	42 28	40 30	43	9	2	3	1
September, 1872 .....	55	2,494 45	45 21	40 30	34	21	7	.....	1
Whole period .....	643	29,395 10	45 42	40 00	412	231	74	17	15

## 24.—Through mails to Washington from Saint Louis.

ROUTE.—From Saint Louis, Mo., via Mattoon, Ill., Indianapolis, Ind., Columbus, Ohio, Bellaire, Ohio, (also, from Saint Louis, Mo., via Cincinnati, Ohio, Parkersburgh, W. Va.,) Grafton, W. Va., and Cumberland, Md., to Washington, D. C.—986 miles, (954 miles via Parkersburgh.)

## TIME IN TRANSIT.

Period.	Mails carried through.	Aggregate time occupied.	Average time.	Shortest time.	Mails carried through in schedule-time.	Mails behind schedule-time.	Mails half a day or more behind time.	Mails miscarried.	Days on which no mail arrived.
		<i>Hrs. Min.</i>	<i>Hrs. Min.</i>	<i>Hrs. Min.</i>					
October, 1871 .....	53	2,499 15	47 09	39 00	20	33	7	1	3
November, 1871 .....	56	2,639 35	47 08	35 40	26	30	23	.....	2
December, 1871 .....	56	2,774 15	49 32	39 10	39	17	16	.....	3
January, 1872 .....	54	2,542 50	47 05	36 00	47	7	5	1	3
February, 1872 .....	55	2,628 45	47 47	35 50	31	24	12	1	3
March, 1872 .....	56	2,544 30	45 26	36 00	49	7	.....	.....	.....
April, 1872 .....	55	2,642 05	48 20	36 00	39	16	10	.....	2
May, 1872 .....	56	2,498 15	44 36	35 35	49	7	5	.....	2
June, 1872 .....	55	2,415 10	43 54	36 35	42	13	4	.....	.....
July, 1872 .....	55	2,367 20	43 02	37 45	31	24	6	.....	.....
August, 1872 .....	57	2,436 55	42 45	33 40	37	20	8	1	3
September, 1872 .....	52	2,318 20	44 35	37 50	30	22	9	.....	4
Whole period .....	660	30,307 15	45 55	33 40	440	220	112	4	25



## 25.—Through mails to Saint Louis from New York.

ROUTE.—From New York, N. Y., via Harrisburgh, Pa., Pittsburgh, Pa., Steubenville, Ohio, Columbus, Ohio, Indianapolis, Ind., Terre Haute, Ind., and Mattoon, Ill., (also, after passing Terre Haute, via Vandalia, Ill.,) to Saint Louis, Mo.—1,074 miles, (1,050 miles via Vandalia.)

## TIME IN TRANSIT.

Period.	Mails carried through.	Aggregate time occupied.	Average time.	Shortest time.	Mails carried through in schedule-time.	Mails behind schedule-time.	Mails half a day or more behind time.	Mails miscarried.	Days on which no mail arrived.
		<i>Hrs. Min.</i>	<i>Hrs. Min.</i>	<i>Hrs. Min.</i>					
October, 1871 .....	77	4,034 00	52 23	45 30	45	32	17	4	.....
November, 1871 .....	80	4,073 00	50 54	45 00	62	18	14	2	.....
December, 1871 .....	76	4,055 30	53 21	46 30	48	28	17	5	.....
January, 1872 .....	64	3,373 30	52 42	43 30	43	21	18	13	1
February, 1872 .....	70	4,099 00	58 33	45 30	23	47	32	7	.....
March, 1872 .....	74	3,875 25	52 22	45 00	43	31	17	7	.....
April, 1872 .....	75	3,906 00	52 04	45 00	52	23	17	5	.....
May, 1872 .....	74	3,707 00	50 05	45 00	50	24	10	4	.....
June, 1872 .....	74	3,809 50	51 29	44 00	42	32	19	5	.....
July, 1872 .....	72	3,501 50	48 38	44 00	56	16	7	5	3
August, 1872 .....	54	2,652 55	49 15	43 00	43	11	9	2	2
September, 1872 .....	49	2,410 20	49 10	42 30	32	17	9	1	2
Whole period .....	839	43,498 20	51 50	42 30	539	300	186	60	8

## 26.—Through mails to New York from Saint Louis.

ROUTE.—From Saint Louis, Mo., via Mattoon, Ill., (also via Vandalia, Ill.,) Terre Haute, Ind., Indianapolis, Ind., Columbus, Ohio, Steubenville, Ohio, Pittsburgh, Pa., and Harrisburgh, Pa., to New York, N. Y.—1,074 miles, (1,050 miles via Vandalia.)

## TIME IN TRANSIT.

Period.	Mails carried through.	Aggregate time occupied.	Average time.	Shortest time.	Mails carried through in schedule-time.	Mails behind schedule-time.	Mails half a day or more behind time.	Mails miscarried.	Days on which no mail arrived.
		<i>Hrs. Min.</i>	<i>Hrs. Min.</i>	<i>Hrs. Min.</i>					
October, 1871 .....	61	3,180 40	52 11	41 30	36	25	6	4	1
November, 1871 .....	70	3,574 00	51 03	43 45	55	15	5	1	1
December, 1871 .....	66	3,508 20	53 09	43 50	31	35	13	6	.....
January, 1872 .....	72	3,756 05	52 09	44 30	46	26	17	4	.....
February, 1872 .....	63	3,691 35	58 35	45 15	25	38	27	8	2
March, 1872 .....	75	3,764 45	50 11	44 30	50	25	7	3	.....
April, 1872 .....	70	3,477 10	49 40	44 00	57	13	9	1	.....
May, 1872 .....	72	3,842 10	49 15	44 10	66	12	3	1	.....
June, 1872 .....	74	3,632 50	49 05	42 00	62	12	5	2	.....
July, 1872 .....	73	3,595 15	49 15	40 35	58	15	7	2	.....
August, 1872 .....	78	3,828 00	49 04	41 45	66	12	4	2	.....
September, 1872 .....	65	3,315 10	51 00	42 30	45	20	10	4	1
Whole period .....	845	43,166 00	51 05	40 35	597	248	113	42	5

## 27.—Through mails to Chicago from Washington.

ROUTE. From Washington, D. C., via Baltimore, Md., Harrisburgh, Pa., and Pittsburgh, Pa., to Chicago, Ill.—841 miles.

## TIME IN TRANSIT.

Period.	Mails carried through.	Aggregate time occupied.	Average time.	Shortest time.	Mails carried through in schedule-time.	Mails behind schedule-time.	Mails half a day or more behind time.	Mails miscarried.	Days on which no mail arrived.
		Hrs. Min.	Hrs. Min.	Hrs. Min.					
October, 1871*									
November, 1871*									
December, 1871*									
January, 1872*									
February, 1872	54	2,008 00	37 11	35 05	87	7			
March, 1872	57	2,192 55	38 28	35 25	47	10	4		1
April, 1872	55	2,018 20	36 41	35 15	55				
May, 1872	58	2,120 25	36 33	35 25	58				
June, 1872	56	2,046 50	36 33	35 15	55	1			
July, 1872	57	2,084 35	36 34	35 05	57				
August, 1872	58	2,116 20	36 29	35 15	58				
September, 1872	55	2,034 40	36 59	35 05	54	1			
Whole period	450	16,622 05	37 09	35 05	431	19	4		1

\* Returns interrupted; great fire at Chicago.

## 28.—Through mails to Washington from Chicago.

ROUTE.—From Chicago, Ill., via Pittsburgh, Pa., Harrisburgh, Pa., and Baltimore, Md., to Washington, D. C.—841 miles.

## TIME IN TRANSIT.

Period.	Mails carried through.	Aggregate time occupied.	Average time.	Shortest time.	Mails carried through in schedule-time.	Mails behind schedule-time.	Mails half a day or more behind time.	Mails miscarried.	Days on which no mail arrived.
		Hrs. Min.	Hrs. Min.	Hrs. Min.					
October, 1871*	21	830 40	39 33	33 15	15	6	2	1	
November, 1871*									
December, 1871*									
January, 1872	67	2,654 55	39 37	32 55	47	20	1	4	1
February, 1872	73	2,953 50	40 27	32 30	48	25	11	1	
March, 1872	76	3,043 15	40 20	33 30	44	32	5		2
April, 1872	69	2,678 30	38 49	32 20	57	12	9	3	
May, 1872	79	2,977 50	37 41	32 20	69	10			
June, 1872	73	2,770 40	38 46	32 25	57	16	8	2	
July, 1872	76	2,884 35	37 57	33 30	67	9	5	1	
August, 1872	78	2,910 05	37 18	33 30	68	10	4	3	
September, 1872	75	2,989 20	39 51	33 25	49	26	1		
Whole period	687	26,693 40	38 51	32 20	521	166	46	15	3

\* Returns interrupted; great fire at Chicago.

## 29.—Through mails to Chicago from New York.

ROUTE.—From New York, N. Y., via Harrisburgh, Pa., and Pittsburgh, Pa., (also from New York, N. Y., via Erie, Pa.), to Chicago, Ill.—901 miles, (964 miles via Erie.)

## TIME IN TRANSIT.

Period.	Mails carried through.	Aggregate time occupied.	Average time.	Shortest time.	Mails carried through in schedule-time.	Mails behind schedule-time.	Mails half a day or more behind time.	Mails miscarried.	Days on which no mail arrived.
		<i>Hrs. Min.</i>	<i>Hrs. Min.</i>	<i>Hrs. Min.</i>					
October, 1871*									
November, 1871*									
December, 1871*									
January, 1872*									
February, 1872	79	3, 019 30	38 13	34 30	63	16			4
March, 1872	78	2, 991 10	38 20	34 30	56	22			8
April, 1872	75	2, 797 25	37 17	34 30	72	3			7
May, 1872	83	3, 078 30	37 05	34 30	82	1			4
June, 1872	82	3, 041 35	37 05	34 20	82				4
July, 1872	83	3, 078 40	37 05	34 20	83				
August, 1872	60	2, 187 55	36 28	34 20	60				
September, 1872	55	2, 020 40	36 44	34 30	53	2			
Whole period	595	22, 215 25	37 20	34 20	551	44			27

\* Returns interrupted; great fire at Chicago.

## 30.—Through mails to New York from Chicago.

ROUTE.—From Chicago, Ill., via Pittsburgh, Pa., and Harrisburgh, Pa., (also from Chicago, Ill., via Erie, Pa.), to New York, N. Y.—901 miles, (964 miles via Erie.)

## TIME IN TRANSIT.

Period.	Mails carried through.	Aggregate time occupied.	Average time.	Shortest time.	Mails carried through in schedule-time.	Mails behind schedule-time.	Mails half a day or more behind time.	Mails miscarried.	Days on which no mail arrived.
		<i>Hrs. Min.</i>	<i>Hrs. Min.</i>	<i>Hrs. Min.</i>					
October, 1871*	35	1, 392 35	39 47	33 45	25	10	2	1	
November, 1871*									
December, 1871*									
January, 1872	70	2, 717 05	38 48	34 00	54	16			
February, 1872	69	2, 770 55	40 09	34 00	44	25			
March, 1872	72	2, 876 35	39 57	34 15	50	22		1	1
April, 1872	74	2, 852 05	38 32	33 50	58	16		1	
May, 1872	79	3, 013 05	38 08	33 50	70	9			
June, 1872	73	2, 825 00	38 41	32 20	53	20			1
July, 1872	76	2, 940 15	38 41	33 00	59	17			
August, 1872	78	3, 073 35	39 24	33 05	65	13			
September, 1872	75	2, 980 10	39 44	32 40	61	14	11		1
Whole period	701	27, 441 20	39 08	32 20	539	162	48	3	3

\* Returns interrupted; great fire at Chicago.

## 31.—Through mails to Chicago from Boston.

ROUTE.—From Boston, Mass., via Albany, N. Y., Buffalo, N. Y., Erie, Pa., and Toledo, Ohio, to Chicago, Ill.—1,042 miles.

## TIME IN TRANSIT.

Period.	Mails carried through.	Aggregate time occupied.	Average time.	Shortest time.	Mails carried through in schedule-time.	Mails behind schedule-time.	Mails half a day or more behind time.	Mails miscarried.	Days on which no mail arrived.
		<i>Hrs. Min.</i>	<i>Hrs. Min.</i>	<i>Hrs. Min.</i>					
October, 1871*									
November, 1871*									
December, 1871*									
January, 1872*									
February, 1872	76	3, 604 35	47 25	39 35	61	15	9		
March, 1872	78	3, 578 45	45 52	39 20	60	18	12		
April, 1872	77	3, 516 55	45 40	39 15	60	17	13		
May, 1872	81	3, 612 45	44 36	39 05	81				
June, 1872	76	3, 391 55	44 37	38 40	74	2			
July, 1872	80	3, 585 50	44 49	38 30	80				
August, 1872	81	3, 581 40	44 13	38 45	81				
September, 1872	76	3, 449 25	45 23	38 00	76				
Whole period.....	625	28, 321 50	45 18	38 00	573	52	36		

\* Returns interrupted; great fire at Chicago.

## 32.—Through mails to Boston from Chicago.

ROUTE.—From Chicago, Ill., via Toledo, Ohio, Erie, Pa., Buffalo, N. Y., and Albany, N. Y., to Boston, Mass.—1,042 miles.

## TIME IN TRANSIT.

Period.	Mails carried through.	Aggregate time occupied.	Average time.	Shortest time.	Mails carried through in schedule-time.	Mails behind schedule-time.	Mails half a day or more behind time.	Mails miscarried.	Days on which no mail arrived.
		<i>Hrs. Min.</i>	<i>Hrs. Min.</i>	<i>Hrs. Min.</i>					
October, 1871*	23	1, 049 45	45 38	38 45	16	7	6		
November, 1871*									
December, 1871*									
January, 1872	74	3, 310 45	44 44	38 45	62	12	9		
February, 1872	75	3, 552 15	47 21	39 00	51	24	12	1	
March, 1872	75	3, 414 30	45 31	37 45	46	29	9	1	
April, 1872	76	3, 331 45	43 50	38 30	60	16	10	1	
May, 1872	81	3, 506 30	43 17	38 45	70	11	9	1	
June, 1872	76	3, 352 00	44 06	41 15	59	17	9		
July, 1872	77	3, 376 30	43 51	38 15	50	27	9	1	
August, 1872	80	3, 495 35	43 41	38 15	60	20	11		
September, 1872	76	3, 363 00	44 15	38 30	54	22	10	1	
Whole period.....	713	31, 752 35	44 32	37 45	528	185	94	6	

\* Returns interrupted; great fire at Chicago.

JOHN L. ROUTT,  
Second Assistant Postmaster-General.

*Total operations of the appointment office for the year ending June 30, 1872.*

States and Territories.	Post-offices.				Postmasters.			Total number of changes.
	Established.	Discontinued.	Names and sites changed.	Appointments on change of name and site.	Resigned and commissions expired.	Removed.	Deceased.	
Alabama .....	112	40	6	5	112	35	14	319
Alaska .....					2			2
Arizona .....	6	1			3	2		12
Arkansas .....	124	65	18	9	135	51	9	402
California .....	44	28	11	6	70	14	4	171
Colorado .....	29	7	6	4	19	5		66
Connecticut .....	14	2	11	5	27	9	8	71
Dakota .....	29	1	5	3	15	2	1	53
Delaware .....	3	1			5			9
District of Columbia .....	2				1			3
Florida .....	39	8	2	1	36	12	3	100
Georgia .....	64	15	3	2	102	13	6	203
Idaho .....	10	1			3	2		16
Illinois .....	108	44	24	6	204	38	12	430
Indiana .....	67	19	10	6	229	32	21	378
Iowa .....	121	52	22	2	209	28	8	440
Kansas .....	176	72	32	13	190	39	9	518
Kentucky .....	80	19	9	5	117	16	7	248
Louisiana .....	62	23	5	4	34	39	9	172
Maine .....	32	8	7	3	81	12	12	152
Maryland .....	31	15	4	2	45	15	6	116
Massachusetts .....	12	4	8	1	27	6	8	65
Michigan .....	90	20	46	27	162	38	9	365
Minnesota .....	44	14	12	4	81	13	2	166
Mississippi .....	72	36	9	4	66	21	6	210
Missouri .....	193	89	35	7	312	56	13	698
Montana .....	24	4	5	2	19	5	3	60
Nebraska .....	113	12	26	15	53	9	1	214
Nevada .....	17	5	1	1	33			56
New Hampshire .....	7	3	1		29	7	4	51
New Jersey .....	45	9	6	1	59	18		137
New Mexico .....	6	5			17	5	1	34
New York .....	91	24	17	9	200	91	35	458
North Carolina .....	90	29	5	3	67	24	8	223
Ohio .....	68	27	29	12	274	57	22	477
Oregon .....	51	6	5	2	35	6	4	107
Pennsylvania .....	95	24	30	13	309	40	34	532
Rhode Island .....	7		1		11	4	3	26
South Carolina .....	76	21	4	1	42	11	4	158
Tennessee .....	63	7	4	2	95	30	4	203
Texas .....	123	65	12	6	153	46	9	408
Utah .....	23	4	1	1	14			42
Vermont .....	6	2	2	1	37	12	2	61
Virginia .....	96	26	6	2	149	40	13	330
Washington .....	18	1	5	1	18	2	1	45
West Virginia .....	57	13	3	1	67	15	5	160
Wisconsin .....	54	11	16	7	119	18	8	226
Wyoming .....	9	3			4	1		17
Total .....	2,703	885	464	199	4,091	939	328	9,410

Table showing the increase and decrease of post-offices in the several States and Territories ; also the number of post-offices at which appointments are made by the President and by the Postmaster-General, for the year ended June 30, 1872.

States and Territories.	Whole number of post-offices in the United States June 30, 1871.	Whole number of post-offices in the United States June 30, 1872.	Increase.	Decrease.	Number of postmasters appointed by the President June 30, 1871.	Number of postmasters appointed by the President June 30, 1872.	Increase.	Decrease.	Number of postmasters appointed by the Postmaster-General June 30, 1871.	Number of postmasters appointed by the Postmaster-General June 30, 1872.	Increase.	Decrease.
Alabama	563	635	72		12	11		1	551	624	73	
Alaska	4	4							4	4		
Arizona	26	31	5			1	1		26	30	4	
Arkansas	506	565	59		5	5			501	560	59	
California	576	592	16		19	20	1		557	572	15	
Colorado	110	132	22		6	7	1		104	125	21	
Connecticut	403	415	12		35	35			368	380	12	
Dakota	49	77	28		1	1			48	76	28	
Delaware	96	98	2		4	4			92	94	2	
Dist. of Columbia	5	7	2		2	2			3	5	2	
Florida	139	170	31		5	5			134	165	31	
Georgia	499	548	49		18	20	2		481	528	47	
Idaho	33	42	9		2	2			31	40	9	
Illinois	1,674	1,738	64		108	110	2		1,566	1,628	62	
Indiana	1,370	1,418	48		48	49	1		1,322	1,369	47	
Iowa	1,240	1,309	69		53	54	1		1,187	1,255	68	
Kansas	657	761	104		21	27	6		636	734	98	
Kentucky	924	985	61		22	22			902	963	61	
Louisiana	231	270	39		6	6			225	264	39	
Maine	814	838	24		23	23			791	815	24	
Maryland	537	553	16		9	9			528	544	16	
Massachusetts	694	702	8		81	82	1		613	620	7	
Michigan	1,031	1,101	70		55	56	1		976	1,045	69	
Minnesota	672	702	30		18	18			654	684	30	
Mississippi	407	443	36		16	17	1		391	426	35	
Missouri	1,332	1,436	104		35	37	2		1,297	1,399	102	
Montana	76	96	20		3	4	1		73	92	19	
Nebraska	271	372	101		6	7	1		265	365	100	
Nevada	58	70	12		6	7	1		52	63	11	
New Hampshire	410	414	4		19	19			391	395	4	
New Jersey	564	600	36		37	39	2		527	561	34	
New Mexico	46	47	1		2	2			44	45	1	
New York	2,690	2,757	67		146	146			2,544	2,611	67	
North Carolina	777	838	61		11	11			766	827	61	
Ohio	2,054	2,095	41		87	88	1		1,967	2,007	40	
Oregon	175	220	45		2	2			173	218	45	
Pennsylvania	2,893	2,964	71		104	106	2		2,789	2,858	69	
Rhode Island	100	107	7		10	10			90	97	7	
South Carolina	336	391	55		8	8			328	383	55	
Tennessee	874	930	56		14	14			860	916	56	
Texas	596	654	58		19	20	1		577	634	57	
Utah	136	155	19		3	3			153	152	19	
Vermont	467	471	4		18	18			449	453	4	
Virginia	1,115	1,185	70		20	20			1,095	1,165	70	
Washington	92	109	17		2	2			90	107	17	
West Virginia	614	658	44		5	5			609	653	44	
Wisconsin	1,085	1,128	43		43	43			1,042	1,085	43	
Wyoming	24	30	6		3	3			21	27	6	
Total	30,045	31,863	1,818		1,172	1,200	28	1	28,873	30,663	1,790	

*Statement of the operations of the letter-carrier system for the year ended June 30, 1872.*

Post-office.	State.	Mail letters delivered.	Local letters delivered.	Newspapers, &c., delivered.	Letters collected.	Amount of local postage.	Amount paid carriers, including incidental expenses.
Albany.....	New York.....	2,294,316	241,393	739,212	1,903,779	\$6,345 75	\$21,885 76
Allegheny.....	Pennsylvania.....	737,483	88,114	465,207	3,313,969	3,532 29	7,594 28
Baltimore.....	Maryland.....	4,650,010	613,286	1,110,864	3,867,435	16,687 33	54,717 28
Boston.....	Massachusetts.....	5,837,615	1,905,397	1,545,803	8,543,409	49,206 78	66,933 84
Brooklyn.....	New York.....	3,708,344	587,466	1,021,146	1,344,785	15,432 86	43,784 45
Buffalo.....	do.....	3,703,316	329,677	973,356	1,675,090	7,811 88	31,814 81
Cambridge.....	Massachusetts.....	441,479	26,785	114,070	130,575	616 38	3,900 00
Cambridgeport.....	do.....	372,908	34,384	142,119	154,722	553 42	3,358 66
Charlestown.....	do.....	474,171	28,691	191,418	247,867	759 37	4,130 00
Chicago.....	Illinois.....	12,084,913	1,613,437	218,042	12,098,074	41,739 68	107,759 33
Cincinnati.....	Ohio.....	4,413,189	725,404	868,122	3,377,164	20,625 56	50,971 96
Cleveland.....	do.....	2,760,758	296,394	844,688	2,085,280	7,869 72	23,539 89
Dayton.....	do.....	877,893	70,130	417,978	756,356	1,898 11	9,873 15
Detroit.....	Michigan.....	3,045,543	302,047	1,079,240	1,716,776	7,718 83	23,122 26
Erie.....	Pennsylvania.....	478,551	47,771	372,638	201,649	1,361 04	5,621 28
Harrisburgh.....	do.....	331,986	25,535	131,552	136,244	1,301 75	3,362 48
Hartford.....	Connecticut.....	753,277	106,945	295,989	409,381	4,202 40	8,076 02
Indianapolis.....	Indiana.....	1,807,073	156,278	502,153	1,267,575	3,142 66	15,754 15
Jersey City.....	New Jersey.....	623,298	40,937	155,286	244,221	1,142 06	5,400 00
Lancaster.....	Pennsylvania.....	373,019	24,354	145,207	132,328	597 93	4,161 16
Lawrence.....	Massachusetts.....	490,784	24,259	246,202	470,427	6,030 75	25,053 15
Louisville.....	Kentucky.....	845,786	311,061	700,858	1,803,809	6,099 54	25,053 15
Lowell.....	Massachusetts.....	591,857	40,898	238,688	1,593,637	1,054 26	4,899 97
Lynn.....	do.....	405,209	26,871	187,088	358,531	829 47	5,637 79
Manchester.....	New Hampshire.....	1,463,723	25,382	246,005	889,844	1,643 60	9,195 96
Memphis.....	Tennessee.....	1,265,150	103,506	321,922	889,844	4,377 95	20,379 17
Milwaukee.....	Wisconsin.....	2,077,903	140,532	494,811	1,212,366	1,835 30	7,909 44
Nashville.....	Tennessee.....	914,270	51,656	303,463	952,172	5,594 83	19,128 16
Newark.....	New Jersey.....	1,336,471	273,151	640,463	426,137	1,067 46	8,247 24
New Bedford.....	Massachusetts.....	386,493	18,100	169,090	246,137	4,498 56	8,247 24
New Haven.....	Connecticut.....	561,018	96,026	260,445	431,618	5,109 92	34,544 59
New Orleans.....	Louisiana.....	1,232,670	149,493	667,030	2,063,441	454,790 82	303,948 82
New York.....	New York.....	26,919,446	15,147,301	5,848,496	30,511,319	145,185 59	177,047 65
Philadelphia.....	Pennsylvania.....	13,078,907	6,529,751	4,589,475	16,430,486	8,962 34	15,793 52
Pittsburgh.....	do.....	1,678,554	219,793	595,263	1,437,652	2,050 18	7,476 53
Portland.....	Maine.....	527,797	37,780	292,618	719,608	9,507 50	11,294 26
Providence.....	Rhode Island.....	841,252	153,685	349,444	412,599	7,567 30	11,294 26

Reading.....	452, 017	39, 964	211, 147	241, 864	999 80	5, 440 42
Richmond.....	1, 132, 523	65, 004	302, 316	570, 832	2, 046 34	10, 515 10
Rochester.....	2, 086, 541	135, 625	898, 295	1, 225, 425	5, 292 81	16, 369 27
Saint Louis.....	9, 308, 382	911, 401	1, 636, 081	5, 441, 798	18, 332 53	59, 891 45
Salem.....	309, 374	30, 745	134, 255	233, 790	800 15	4, 613 77
San Francisco.....	1, 014, 553	234, 502	340, 608	1, 462, 745	8, 661 22	25, 115 72
Syracuse.....	1, 553, 990	157, 060	645, 776	907, 962	3, 139 20	13, 289 20
Trenton.....	430, 200	34, 818	172, 608	279, 307	1, 184 18	3, 495 22
Union.....	902, 011	53, 841	340, 788	949, 900	1, 851 74	9, 292 36
Toledo.....	1, 492, 384	165, 932	434, 792	1, 083, 382	4, 988 99	11, 783 25
Troy.....	948, 214	96, 371	384, 927	758, 788	2, 116 80	11, 254 56
Utica.....	1, 765, 536	228, 609	822, 043	1, 359, 369	6, 021 08	25, 553 44
Washington.....	883, 482	82, 980	264, 733	306, 696	1, 659 60	11, 840 42
Williamsburgh.....	647, 134	71, 111	247, 693	311, 490	2, 172 72	7, 951 25
Wilmington.....	520, 345	63, 507	215, 785	298, 630	3, 452 46	5, 995 55
Worcester.....						
Massachusetts.....						
Pennsylvania.....						
Virginia.....						
New York.....						
Missouri.....						
Massachusetts.....						
California.....						
New York.....						
New Jersey.....						
Ohio.....						
New York.....						
do.....						
District of Columbia.....						
New York.....						
Delaware.....						
Massachusetts.....						
Total.....	127, 098, 928	33, 003, 880	36, 627, 368	115, 117, 321	907, 351 93	1, 383, 393 69
Salary of special agent of Post-Office Department paid out of the appropriation for letter-carriers.....						2, 572 07
Total.....						1, 385, 965 76

\* No report from Chicago for September, owing to the great fire.



*Table showing the number of post-offices in each of the several States and Territories of the United States, as well as the aggregate salaries of the postmasters therein, as re-adjusted, to take effect on the 1st July, 1872.*

States and Territories.	Number of post-offices in each State and Territory.	Aggregate salaries paid to postmasters in each State and Territory.	States and Territories.	Number of post-offices in each State and Territory.	Aggregate salaries paid to postmasters in each State and Territory.
Alabama .....	635	\$62,250	Missouri .....	1,436	\$193,509
Alaska .....	4	271	Montana .....	96	14,139
Arizona .....	31	4,191	Nebraska .....	372	39,213
Arkansas .....	565	42,754	Nevada .....	70	22,091
California .....	592	109,441	New Hampshire .....	414	101,535
Colorado .....	132	26,954	New Jersey .....	600	157,325
Connecticut .....	415	153,439	New Mexico .....	47	9,538
Dakota .....	77	6,963	New York .....	2,757	661,578
Delaware .....	98	19,829	North Carolina .....	838	25,940
District of Columbia .....	7	6,973	Ohio .....	2,095	397,028
Florida .....	170	23,061	Oregon .....	220	25,295
Georgia .....	548	87,318	Pennsylvania .....	2,964	488,223
Idaho .....	42	6,627	Rhode Island .....	107	36,714
Illinois .....	1,738	441,832	South Carolina .....	391	41,274
Indiana .....	1,418	231,109	Tennessee .....	930	86,906
Iowa .....	1,309	252,406	Texas .....	654	100,121
Kansas .....	761	124,302	Utah .....	155	17,530
Kentucky .....	985	110,915	Vermont .....	471	105,815
Louisiana .....	270	33,430	Virginia .....	1,185	117,581
Maine .....	838	147,186	Washington .....	109	8,682
Maryland .....	553	69,816	West Virginia .....	658	47,654
Massachusetts .....	702	333,850	Wisconsin .....	1,128	193,302
Michigan .....	1,101	245,444	Wyoming .....	30	10,778
Minnesota .....	702	100,824			
Mississippi .....	443	75,089			
			Total .....	31,863	5,620,045

## CONVENTION BETWEEN THE POST DEPARTMENT OF THE UNITED STATES OF AMERICA AND THE POST DEPARTMENT OF THE GERMAN EMPIRE.

The Post Department of the United States of America and the Post Department of the German Empire, being desirous of establishing an exchange of post-office money-orders between those countries, the undersigned, duly authorized for that purpose, have, subject to ratification, agreed upon the following articles:

## ARTICLE I.

There shall be a regular exchange of post-office money-orders between the two countries. The maximum of each order is fixed at the equivalent of fifty dollars in United States gold, when issued in Germany; and when issued in the United States, at fifty dollars in the national paper currency of the latter country.

## ARTICLE II.

It is agreed that, in the conversion of the money of the two countries, the thaler shall be considered as equivalent to seventy-one cents in United States coin of gold value.

The two offices, however, shall be authorized to modify, by common agreement, the above rate of conversion.

## ARTICLE III.

The value in gold coin of the United States of deposits in paper money made in that country for payment in Germany shall be determined at the post-office of New York, according to the rate of premium on gold on the day of the receipt, at that office, of the notification of such deposit. On the other hand, the value in United States paper currency of money-orders issued in Germany, in United States gold, and payable in the United States, shall be determined in accordance with the premium on gold on the day of the receipt of the notification of such orders at the post-office of New York.

## ARTICLE IV.

The rates of commission on orders issued in pursuance of this convention shall be fixed as follows, to wit:

In the United States there shall be charged and collected for every money-order payable in Germany—

For any sum not exceeding five dollars, a rate of fifteen cents.

For any sum above five dollars, but not exceeding ten dollars, a rate of twenty-five cents.

For any sum above ten dollars, but not exceeding twenty dollars, a rate of fifty cents.

For any sum above twenty dollars, but not exceeding thirty dollars, a rate of seventy-five cents.

For any sum above thirty dollars, but not exceeding forty dollars, a rate of one dollar.

For any sum above forty dollars, but not exceeding fifty dollars, a rate of one dollar and twenty-five cents.

These rates shall be payable in the paper currency of the United States.

In Germany there shall be charged and collected for every order payable in the United States—

For any sum not exceeding five dollars, a rate of four silvergroschen.

For any sum above five dollars, but not exceeding ten dollars, a rate of eight silvergroschen.

For any sum above ten dollars, but not exceeding twenty dollars, a rate of sixteen silvergroschen.

For any sum above twenty dollars, but not exceeding thirty dollars, a rate of twenty-four silvergroschen.

For any sum above thirty dollars, but not exceeding forty dollars, a rate of thirty-two silvergroschen.

For any sum above forty dollars, but not exceeding fifty dollars, a rate of forty silvergroschen.

These rates shall, in all cases, be paid in advance by the remitter, and shall not, in any event, be repayable.

#### ARTICLE V.

The amounts of commission shall be divided between the two offices as follows, to wit:

1. The United States Post Department shall pay in gold coin to the German Post Department, for money-orders issued in paper money in the United States of America, and payable in Germany—

For any sum not exceeding five dollars, the amount of six cents.

For any sum above five dollars, and not exceeding ten dollars, the amount of ten cents.

For any sum above ten dollars, but not exceeding twenty dollars, the amount of twenty cents.

For any sum above twenty dollars, but not exceeding thirty dollars, the amount of thirty cents.

For any sum above thirty dollars, but not exceeding forty dollars, the amount of forty cents.

For any sum above forty dollars, but not exceeding fifty dollars, the amount of fifty cents.

2. The German Post Department shall pay to the United States Post Department, for money-orders issued in Germany, and payable in the United States of America—

For any sum not exceeding five dollars, in United States gold, the amount of two silvergroschen.

For any sum above five dollars, and not exceeding ten dollars, in United States gold, the amount of four silvergroschen.

For any sum above ten dollars, and not exceeding twenty dollars, in United States gold, the amount of eight silvergroschen.

For any sum above twenty dollars, but not exceeding thirty dollars, in United States gold, the amount of twelve silvergroschen.

For any sum above thirty dollars, but not exceeding forty dollars, in United States gold, the amount of sixteen silvergroschen.

For any sum above forty dollars, but not exceeding fifty dollars, in United States gold, the amount of twenty silvergroschen.

#### ARTICLE VI.

Should the value of United States paper money become identical with that of gold coin, the basis of the commission to be charged on money-orders issued in the United States for payment in Germany shall be reduced to 2 per cent., and each country shall then pay to the other a moiety of the commission received.

The two offices, moreover, shall, by common agreement, arrange for a diminution of the rates of commission fixed in Article IV of this convention, so soon as circumstances will permit a diminution thereof.

#### ARTICLE VII.

In the payment of money-orders to the public, no account shall be taken of any fraction of a cent, or of one-quarter silvergroschen.

#### ARTICLE VIII.

Any person in the United States, desiring to remit to any part of Germany a sum of money within the limits prescribed by Article I of this convention, may pay it into any money-order office of the former country authorized to receive sums payable in Germany, and to pay orders for sums remitted from that country.

The remitter shall give to the postmaster at such money-order office the name and exact address of the person to whom the amount is to be paid in the country of destination, and also his own name and address.

Any person in Germany desiring to remit to the United States a sum of money within the limits prescribed by Article I, may pay it into any post-office of the country of his residence, giving at the same time his own name and address, and the name and exact address of the person to whom the amount is to be paid in the United States. The receiving post-office in either country shall transmit, in accordance with the rules established by its postal administration, due notification of such payment by an internal money-order or otherwise to the dispatching exchange office.

#### ARTICLE IX.

The service of the postal money-order system between the two countries shall be performed exclusively by the agency of two offices of exchange. On the part of the United States, the office of exchange shall be New York, and, on the part of Germany, Cologne.

#### ARTICLE X.

Each exchange office shall send by each mail to the corresponding exchange office a certified list of sums received in its own country, since the last previous transmission, to be paid in the other. The list by means of which the exchange office of New York communicates to the exchange office of Cologne the amounts deposited in the United States, to be paid in Germany, shall be in conformity with the model "A," annexed to the present convention. The list, by means of which the exchange office of Cologne communicates to that of New York the amounts deposited in Germany, to be paid in the United States, shall follow the pattern "B," hereto annexed.

The lists dispatched from each office of exchange, as well as the entries therein, shall be numbered consecutively, commencing with No. 1, at the beginning of each year. Single lists shall be sent in each case from Cologne, but those from New York shall be in duplicate.

Should it happen that, at the departure of the mail, there are no deposits to be communicated for payment, the list must, nevertheless, be sent in that mail. But, in such event, the exchange office will write across the list the words "No money-orders."

## ARTICLE XI.

As soon as the lists of the dispatching office shall have reached the receiving office of exchange, the latter shall verify the lists received, and, if errors are found, will indicate them with red ink. The exchange office of Cologne will place its mark of acceptance on the back of one of the duplicates received from New York, describe thereon, in detail, the errors, should any be discovered, and then return such duplicate to the exchange office of New York. The exchange office of New York shall acknowledge each list received from the exchange office of Cologne by means of the first subsequent list forwarded to the latter office.

The receiving office shall make out internal money-orders in favor of the payees for the amounts specified in the list, and shall forward them, free of postage, to the payees or to the paying office, in conformity with the regulations existing in each country for the payment of money-orders.

When the lists shall show irregularities, which the receiving office shall not be able to rectify, that office shall demand an explanation from the dispatching office, which shall give such explanation with as little delay as possible. Pending the receipt of the explanation, the issue of domestic money-orders, or orders of payment relating to the entries found to be erroneous in the list, may be suspended.

## ARTICLE XII.

At the close of each quarter an account in duplicate shall be prepared and transmitted by the Post Department of Germany to the Post Department of the United States. For this quarterly account a form shall be used in exact conformity with the pattern "C," hereto annexed. If this account shows a balance in favor of the German postal administration, that of the United States will return a copy of the quarterly account bearing the acknowledgment of its acceptance of the balance, and will transmit therewith a bill of exchange drawn on Berlin for the amount thereof, and payable to the German postal administration. The latter will then send an acknowledgment of receipt to the postal administration of the United States. If, on the other hand, the quarterly account shows a balance in favor of the United States postal administration, the latter will return one copy bearing the acknowledgment of its acceptance of the balance. On receipt of such copy, the German postal administration will transmit to that of the United States a bill of exchange for the amount thereof, drawn on New York. The United States postal administration will then send in return an acknowledgment of receipt. If, pending the settlement of an account, one of the two postal administrations shall ascertain that it owes the other a balance exceeding five thousand dollars, or seven thousand thalers, the indebted administration shall promptly remit the approximate amount of such balance to the credit of the other. The expenses attending the remittance of bills of exchange shall invariably be borne by the Post Department having to make the payment.

## ARTICLE XIII.

In making payments on account, in pursuance of the provision of Article XII of this convention, the German Post Department will make use of a form corresponding to the model "D," and the postal administration of the United States will use one like the model "E."

Both of these forms are hereto annexed.

## ARTICLE XIV.

Orders which cannot for any cause be paid to the person for whom they are intended shall become void, according to the regulations established in the country of destination, and the sums received therefor shall remain at the disposal of the postal administration of the country of origin, so that they may be repaid to the persons interested, or otherwise disposed of, according to the rules established by the laws or regulations of each country. The German office will therefore place in the quarterly account to the credit of the United States office all money-orders which are entered in the lists received from the United States, and which become void by reason of non-payment in Germany. A detailed statement of such orders shall furthermore be transmitted to the Post Department of the United States by the German exchange office at the close of each month. On the other hand, the United States office shall, at the close of each month, promptly transmit to the German exchange office, for entry in the quarterly account, a detailed statement of all similar unpaid orders which were originally certified in the lists from the latter office, and which, under this article, become void. Repayment, whether of an original or duplicate order, must not be made to the remitter until an authorization for such repayment shall first have been received by the country of issue from the country where such order was payable, and the amounts of the repaid orders shall be duly credited to the former country in the quarterly account. It is the province of each postal administration to determine the manner in which repayment to the remitter is to be made.

## ARTICLE XV.

Both postal administrations mutually agree to receive complaints respecting international postal orders, and to dispose of them in accordance with existing regulations in each country.

## ARTICLE XVI.

Should it appear at any time that money-orders are used by mercantile men or other persons in the United States or in Germany for the transmission of large sums of money, or that the course of exchange is detrimental to the interests of either office, the Post Department of the United States or the Post Department of the German Empire, as the case may be, shall be authorized wholly to suspend for a time the issue of money-orders, but such action shall not be taken by either postal administration without sending notice to the other.

## ARTICLE XVII.

The present convention shall take effect on the 1st day of October, 1872. It shall then continue in force until twelve months after the date at which one of the contracting parties shall have notified the other of its intention to terminate it. The period of time during which this convention may be ratified shall not extend beyond the 1st July, 1872.

Executed in duplicate and signed at Berlin this 22d day of July, 1871.

C. F. MACDONALD.

W. GÜNTHER.

POST-OFFICE DEPARTMENT,  
UNITED STATES OF AMERICA,  
*Washington, D. C.*

Having examined and considered the foregoing articles of a convention for the establishment of an exchange of post-office money-orders between the United States of America and the German Empire, which articles were agreed upon and executed in duplicate at Berlin, on the 22d day of July, A. D. 1871, by Mr. C. F. Macdonald, superintendent of the postal money-order system of the United States, and special commissioner, &c., &c., on behalf of this Department, and by Mr. W. Günther, chief postal councilor of the Post Department of Germany, on behalf of the latter Department, the same are by me hereby ratified and approved, by and with the advice and consent of the President of the United States.

{ SEAL OF THE POST-OFFICE } In testimony whereof, I have caused  
{ DEPARTMENT. } the seal of the Post-Office Department  
to be hereto affixed, with my signature,  
this seventh day of October, A. D. one thousand eight hundred and  
seventy-one.

JNO. A. J. CRESWELL,  
*Postmaster-General.*

I hereby approve the foregoing convention, and in testimony thereof I have caused the seal of the United States to be hereto affixed.

U. S. GRANT.

{ SEAL OF THE } By the President :  
{ UNITED STATES. }

HAMILTON FISH,  
*Secretary of State.*

OCTOBER 9, 1871.

List No. —.]

A.

[Stamp of New York office.

POST-OFFICE, NEW YORK, N. Y.,  
—, 187—.

SIR: I have received your list of the —, 187—, on — the —, 187—, relative to the orders drawn in Germany, Nos. — to Nos. —, and payable to persons residing in the United States. The examination which has taken place has proved the correctness of the totals, viz:\*

Amounts paid, — dollars — cents, (gold.)

Commissions charged, — thalers — silbergroschen.

Premium on gold on that day, —.

In return, I transmit you herewith (in duplicate) a list containing a detailed statement of the sums received in the United States since my last dispatch, (list No. —,) for orders payable to beneficiaries in the German Empire, amounting, in the aggregate, to — thalers, — silbergroschen, — pfennigs. The total of commission due thereon to the German office being — dollars — cents, (gold.)

Be pleased to examine, complete, and return to me the original copy of this list, with your acknowledgment of its receipt indorsed thereon.

I am, respectfully, your obedient servant,

—  
Postmaster, New York, N. Y.

To the CHIEF DIRECTOR OF POSTS,  
At Cologne, Germany.

---

\*In case any differences are found, such differences to be stated below.



BLANKS TO BE FILLED BY THE

Current number of international money-order.	Number of original money-order.	Date of original money-order.	Post-office issuing original order.	Full name of the remitter of order.	Address of the remitter.		Full name of the beneficiary.	Address of the beneficiary.		
					Place of residence.	State.		Place of residence.		State or kingdom.
								Town or city.	Street.	

**DISPATCHING EXCHANGE OFFICE, NEW YORK.**

[illegible]

MONEY-ORDER OFFICE,  
*Cologne, Germany, ———, 187—.*

I have examined the within list, No. ———, dated ———, 187—, of money-orders from No. ——— to No. ———, inclusive, for sums received in the United States, to be paid to beneficiaries in the German Empire, amounting in the aggregate to ——— dollars ——— cents, and which is to be paid to the net amount of ——— thalers ——— silvergroshen ——— pfennigs. The total of commission due thereon to the German office being ——— dollars ——— cents, (gold.) Said list I have found correct, with the following exceptions.

(Indicate below the errors in the list, should any be discovered, and the corrections thereof, if any are made.)

\_\_\_\_\_  
*Chief Director of Posts.*

To the POSTMASTER  
*of the Money-Order Exchange Office at New York, N. Y.*

B.

List No. —.]

[Stamp of Cologne office.

MONEY-ORDER OFFICE,  
Cologne, Germany, —, 187—.

SIR : I transmit to you herewith a list containing a detailed statement of the sums received, in the German empire since my last dispatch, (List No. —,) for orders payable to beneficiaries in the United States, amounting in the aggregate to — dollars — cents (gold,) the total of commission due thereon to the United States being — thalers — silbergroschen.

Be pleased to examine and complete this list, and to return to me an acknowledgment of its receipt by means of your first subsequent list.

I am, respectfully, your obedient servant,

\_\_\_\_\_  
Chief Director of Posts.

To the POSTMASTER

*Of the Money-Order Exchange Office at New York, N. Y.*

11 P M

## BLANKS TO BE FILLED BY THE DISPATCHING EXCHANGE-

Current number of international money-order.	Number of original money-order.	Post-office issuing original order.	Full name of the remitter of order.	Address of the remitter.		Full name of the beneficiary.	Address of the beneficiary.				
				Place of residence.	State or kingdom.		Place of residence.		County.	State.	
							Town or city.	Street.			

## 163

Premium on gold at that date ———

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C.—Account of the exchange of money-orders between the German empire and the United States during the quarter ended \_\_\_\_\_.

[illegible]

## 165

[illegible]



## REPORT OF THE POSTMASTER-GENERAL.

**Balance.**

TO CREDIT OF GERMAN OFFICE.						TO CREDIT OF UNITED STATES OFFICE.					
	Dollars.	Cents.	Thaler.	Sgr.	Pfg.		Thaler.	Sgr.	Pfg.	Dollars.	Cents.
Amount of orders issued in United States .....	—	—				Amount of orders issued in the German office .....	—	—	—		
Amount of commission due Germany .....			—	—	—	Amount of commission due United States .....				—	—
Amount of international orders originating in Germany and remaining unpaid ..			—	—	—	Amount of international orders originating in the United States and remaining unpaid ..				—	—
— dollars — cents, converted into thaler, &c., (71 cents=1 thaler,) total ..						— thaler — s gr., — pfg., converted into dollars, &c., (1 thaler = 71 cents,) total .....					
United States credit to be deducted, — dollars — cents, (71 cents=1 thaler) ..						German credit to be deducted, — thaler — sgr. — pfg., (1 thaler = 71 cents) .....					
Balance to credit of German office .....						Balance to credit of New York office .....					
Paid on account by the office of the United States .....						Paid on account by the office of Germany .....					
		Amounts.						Amounts.			
Dates.	Thals.	Sgr.	Pfg.			Dates.	Dollars.	Cents.			
Balance remaining .....						Balance remaining .....					

The within account exhibits a total balance, \_\_\_\_\_, which, after deduction of the payments on account, as therein stated, leaves a balance remaining of \_\_\_\_\_ due the \_\_\_\_\_ office.

BERLIN, ———, 187—.

The above statement of account is accepted with a balance of \_\_\_\_\_ due the \_\_\_\_\_ office.

*Auditor of the Treasury for the Post-Office Department.*

WASHINGTON, ———, 187—.

D.

No. —.]

MONEY-ORDER OFFICE,  
Berlin, —, 187—.

SIR: The lists of international money-orders which the Cologne exchange-office has transmitted to the New York exchange-office from — to —, 187—, amount to the sum of (in gold)..... \$

The lists transmitted by the New York office to the Cologne office during the same period amount to — thaler — silbergroschen — pfennig, equal to (in gold)..... \$

Difference ..... \$

On account of which the German office has already paid the following sums, viz:

— 18 —	.....	\$	
— 18 —	.....	\$	
— 18 —	.....	\$	
— 18 —	.....	\$	
		\$	— cents (gold)

Difference remaining, (gold)..... \$ — cents (gold)

In accordance with the terms of article 12 of the convention of 22d July, 1871, a bill of exchange on New York for \$ — cents (in gold) is herewith transmitted, the receipt of which you will be pleased to acknowledge in due form.

To the POSTMASTER-GENERAL

of the United States, Washington.

E.

No. —.]

POST-OFFICE DEPARTMENT,  
Washington, D. C., —, 187—.

SIR: The lists of international money-orders which the exchange-office of New York has transmitted to the exchange-office of Cologne from — to —, 187—, amount to the sum of..... —Thal.—Sgr.—Ofg.

The lists transmitted by the exchange-office of Cologne to the New York office during the same period amount to \$— — cents, (gold,) equal to..... —Thal.—Sgr.—Pfg.

Difference.....

On account of which the United States office has already paid the following sums:

— 18— .... — thaler — silvergroschen — pfennig  
— 18— .....  
— 18— ..... —Thal.—Sgr.—Pfg.

Difference remaining..... —Thal.—Sgr.—Pfg.

In accordance with the terms of article 12 of the convention of 22d July, 1871, a bill of exchange on Berlin for — thaler — silvergroschen — pfennig is herewith transmitted, the receipt of which you will be pleased to acknowledge in due form.

Superintendent Money-Order Office.

To the POSTMASTER-GENERAL,  
    *fc., fc., fc., Berlin, Prussia.*

ADDITIONAL ARTICLES TO THE POSTAL CONVENTION BETWEEN THE SWISS CONFEDERATION AND THE UNITED STATES OF AMERICA, OF THE 12TH OF OCTOBER, 1867, RELATIVE TO THE EXCHANGE OF INTERNATIONAL POSTAL ORDERS.

The Swiss federal council, represented by Mr. John Hitz, Swiss consul-general and political agent at Washington; the Post-Office Department of the United States, represented by Hon. Jno. A. J. Creswell, Postmaster-General, for the purpose of establishing, for the exchange of international postal orders, uniform rates of commission, capable of being more easily modified according to circumstances, have agreed, subject to the ratification of the respective authorities of the two contracting countries, upon the following:

1st. Article 5 of the convention between the Swiss Confederation and the United States of America, of the 12th of October, 1867, is replaced by the following new article:

ARTICLE 5.

The Swiss postal administration is at liberty to modify, at any time, whenever it may be deemed expedient, the rates of commission on orders issued in Switzerland for the United States of America, and the same right is also reserved to the postal administration of the United States for money-orders issued in that country for transmission to Switzerland. The two administrations shall arrange, by mutual agreement, the division of the proceeds of said commissions.

2d. The provisions of this new Article 5 shall take effect on the 1st day of April, 1872.

Done in duplicate, and signed in Washington, this 23d day of February, one thousand eight hundred and seventy-two.

JNO. A. J. CRESWELL,  
*Postmaster-General, United States.*

JOHN HITZ,  
*Swiss Consul-General and Political Agent.*

{	Seal of the	}
	Post-Office Department	
	of the	
	United States.	
{	Seal of the	}
	Swiss consul-general	
	at	
	Washington.	

I hereby approve the foregoing convention, and, in testimony thereof, I have caused the seal of the United States to be affixed.

U. S. GRANT.

By the President:

{ Seal of the  
United States  
of  
America. } HAMILTON FISH,  
*Secretary of State, Washington.*

FEBRUARY 24, 1872.

SUPPLEMENT TO THE DETAILED REGULATIONS OF THE 2d AND 26th OF JULY, 1869, FOR THE EXECUTION OF THE POSTAL CONVENTION BETWEEN SWITZERLAND AND THE UNITED STATES OF AMERICA OF THE 12th OF OCTOBER, 1867, IN RELATION TO THE EXCHANGE OF POSTAL MONEY-ORDERS.

Inasmuch as the postal administration of the Swiss Confederation and that of the United States of America have been authorized, by the additional articles of February 23, 1872, to the postal convention of the 12th of October, 1867, to establish, as it may seem best to each, the rates of commission charged in its own country for international postal

orders, and to arrange by common agreement for a division of the proceeds thereof, the postal department of the Swiss Confederation and the Post-Office Department of the United States of America have agreed upon what follows:

1. Each of the two postal administrations shall communicate to the other the rate of commissions which it may establish for international money-orders, in pursuance of the convention above mentioned of February 23, 1872.

2. The commissions shall always be paid in advance, and shall not, in any event, be refunded.

3. The proceeds of the commissions established, as above provided, shall be retained by the dispatching administration, but the Swiss office shall pay to the Post-Office Department of the United States 1 per cent. on the total amount of orders issued in Switzerland and transmitted to the Post-Office Department of the United States, and the postal administration of the latter country shall make payment, at the same rate, to that of Switzerland for the total amount of orders issued in the United States and transmitted to the Swiss office.

4. The respective credits on account of commissions shall be included in the half-yearly accounts to be prepared by the Swiss postal administration, in conformity with Article 6 of the detailed regulations of the 2d and 26th of July, 1869, in which accounts the balance of the commissions shall be adjusted and specially stated.

5. The present agreement is to take effect on the 1st of April, 1872, and on and after that date section five of the detailed regulations of the 2d and 26th of July, 1869, shall be abrogated.

Signed at Washington this 23d day of February, 1872.

JNO. A. J. CRESWELL,

*Postmaster-General of the United States.*

JOHN HITZ,

*Swiss Consul-General and Political Agent.*



orders, and to arrange by common agreement for a division of the proceeds thereof, the postal department of the Swiss Confederation and the Post-Office Department of the United States of America have agreed upon what follows:

1. Each of the two postal administrations shall communicate to the other the rate of commissions which it may establish for international money-orders, in pursuance of the convention above mentioned of February 23, 1872.

2. The commissions shall always be paid in advance, and shall not, in any event, be refunded.

3. The proceeds of the commissions established, as above provided, shall be retained by the dispatching administration, but the Swiss office shall pay to the Post-Office Department of the United States 1 per cent. on the total amount of orders issued in Switzerland and transmitted to the Post-Office Department of the United States, and the postal administration of the latter country shall make payment, at the same rate, to that of Switzerland for the total amount of orders issued in the United States and transmitted to the Swiss office.

4. The respective credits on account of commissions shall be included in the half-yearly accounts to be prepared by the Swiss postal administration, in conformity with Article 6 of the detailed regulations of the 2d and 26th of July, 1869, in which accounts the balance of the commissions shall be adjusted and specially stated.

5. The present agreement is to take effect on the 1st of April, 1872, and on and after that date section five of the detailed regulations of the 2d and 26th of July, 1869, shall be abrogated.

Signed at Washington this 23d day of February, 1872.

JNO. A. J. CRESWELL,

*Postmaster-General of the United States.*

JOHN HITZ,

*Swiss Consul-General and Political Agent.*





# GRAPHS, 1

in Europe a

		Netherlands
	1871.	
Area in square miles.....	2,398	12,631
Population at last census.....	2,543	3,688,331
Miles of line.....	1,003	1,951
Miles of wire.....	675	7,367
Number of instruments.....	273	347
Cost of lines and apparatus to.....	5,275	\$1,055,461
Number of offices.....	2,237	261
Number of employes.....	2,894	1,124
MESSAGES		
Internal.....	7,752	1,180,181
International sent.....	3,596	277,887
International sent, received, and.....	1,348	1,468,076
Total sent.....	9,367	248,068
International sent, received, and.....	1,119	2,028,241
Total passing over wires.....		
RECEIPTS		
From internal messages.....	3,208	\$147,181
From international and transatlantic.....	2,026	114,901
Total from messages.....	5,234	262,191
Divers.....	8,103	
Total.....	3,337	262,191
EXPENSES		
Salaries.....	5,145	239,731
Maintenance, supplies, &c.....	7,303	143,841
Total.....	2,448	383,571
Profit.....	0,889	
Deficit.....		121,381
PERCENTAGES		
Square miles per mile of line.....	9.9	6.1
Square miles per mile of wire.....	3.4	1.1
Square miles per office.....	88.4	44.1
Inhabitants per office.....	0,981	14,131
Miles of line per office.....	9	7.1
Cost per mile of single-wire line.....	64.88	\$319.71
Cost per mile of additional wire.....	41.22	79.81
Messages sent per mile of wire.....	1.71	19.1
Messages sent per instrument.....	1,762	4,301
Inhabitants per message sent.....	11	19.1
Receipt per message of all kinds.....	\$0.32	\$0.11
Receipt per international message.....	.30	.11
Receipt per internal message.....	.44	.11
Average yearly salary of employes.....	219.00	214.01
Expense per message of all kinds.....	.29	.11
Expense per mile of line.....	73.84	196.51
Percentage of profit to capital.....	5.8	

a Complete returns for provided and telegraph-sent  
 March 31, 1873, which have been  
 b Figures for 1870 published receipts are classified  
 for railroad messages.  
 c The figures given in this  
 d Reimbursed from net profits  
 e Estimated at average of communications  
 f Including those of railroad

## TELEGRAPHS, 2.

The following tables, from A to I, inclusive, give a comparison between the rates for telegraphic messages (internal and international) in Europe and those in the United States. Table E also shows the inequality of rates in different sections of the United States, and the reduction in charge produced by competition :

## A.—ITALY, INTERNAL.

From Rome to—	Distance.	Tariff.	From Rome to—	Distance.	Tariff.
	<i>Miles.</i>			<i>Miles.</i>	
Ancona .....	185	\$0 20	Modena.....	338	\$0 20
Andria .....	274	20	Naples .....	163	20
Bari .....	322	20	Padua .....	392	20
Bologna .....	314	20	Parma.....	371	20
Brescia .....	409	20	Palermo .....	356	20
Catania .....	262	20	Pavia .....	342	20
Cremona .....	393	20	Pisa .....	219	20
Florence .....	232	20	Piacentia .....	406	20
Foggia .....	245	20	Turin .....	524	20
Genoa .....	300	20	Venice.....	415	20
Leghorn .....	210	20	Verona .....	398	20
Mantua .....	386	20	Vicenza .....	246	20
Messina .....	300	20			
Milan .....	453	20	Total.....	8,254	5 20

Twenty-six messages ; average cost per message, 20 cents ; per mile, 0.063 cent.

## B.—GREAT BRITAIN, INTERNAL.

From London to—	Distance.	Tariff.	From London to—	Distance.	Tariff.
	<i>Miles.</i>			<i>Miles.</i>	
Aberdeen .....	542	\$0 25	Leicester .....	98	\$0 25
Bath .....	106	25	Liverpool .....	203	25
Belfast .....	370	25	Manchester .....	188	25
Birmingham .....	113	25	Newcastle.....	295	25
Blackburn .....	211	25	Norwich .....	89	25
Bolton .....	204	25	Nottingham .....	112	25
Bradford .....	209	25	Oldham .....	192	25
Bristol .....	118	25	Plymouth .....	246	25
Brighton .....	50	25	Portsmouth .....	74	25
Cork .....	440	25	Preston .....	238	25
Dublin .....	328	25	Sheffield .....	190	25
Dundee .....	500	25	Stoke-on-Trent .....	178	25
Edinburgh .....	401	25	Stockport .....	192	25
Glasgow .....	406	25	Sunderland .....	280	25
Hull .....	214	25	Wolverhampton .....	242	25
Merthyr Tydvil .....	208	25			
Leeds .....	226	25	Total.....	7,363	8 00

Thirty-two messages ; average cost per message, 25 cents ; per mile, 0.109 cent.

## C.—FRANCE, INTERNAL.

From Paris to—	Distance.	Tariff.	From Paris to—	Distance.	Tariff.
	<i>Miles.</i>			<i>Miles.</i>	
Angers .....	150	\$0 20	Nice .....	614	\$0 20
Amiens .....	116	20	Nismes .....	494	20
Avignon .....	464	20	Orleans .....	76	20
Besançon .....	254	20	Rennes .....	171	20
Bordeaux .....	362	20	Reims .....	100	20
Brest .....	390	20	Rouen .....	85	20
Calais .....	185	20	Roubaix .....	150	20
Caen .....	150	20	St. Etienne .....	314	20
Dijon .....	197	20	Toulon .....	583	20
Grenoble .....	395	20	Toulouse .....	507	20
Havre .....	143	20	Tours .....	146	20
Lyons .....	317	20	Montpellier .....	503	20
Lille .....	156	20	Limoges .....	382	20
Marseilles .....	540	20	Cherbourg .....	229	20
Nancy .....	221	20			
Nantes .....	248	20	Total .....	8,642	6 40

Thirty-two messages ; average cost per message, 20 cents ; per mile, 0.075 cent.

## D.—RUSSIA, INTERNAL.

From St. Petersburg to—	Distance.	Tariff.	From St. Petersburg to—	Distance.	Tariff.
	<i>Miles.</i>			<i>Miles.</i>	
Abo .....	412	\$0 80	Perm .....	1,362	\$2 40
Archangel .....	732	1 60	Piotrkow .....	827	1 60
Astrachan .....	1,420	2 40	Plotzk .....	744	1 60
Baku .....	1,922	2 40	Poltawa .....	893	1 60
Blagowentsheuk .....	5,320	6 40	Pskow .....	179	80
Charkow .....	910	1 60	Radom .....	776	1 60
Chersson .....	1,100	1 60	Reval .....	239	80
Eriwan .....	1,890	2 40	Riga .....	373	80
Grodno .....	604	1 60	Rjasan .....	565	1 60
Helsingfors .....	274	80	Sjelitz .....	700	1 60
Irkutsk .....	3,843	4 80	St. Michel .....	201	80
Jaroslaw .....	492	1 60	Ssamara .....	1,194	1 60
Jekatarinoslaw .....	984	1 60	Ssaratow .....	1,106	1 60
Jelissawetpol .....	1,848	2 40	Ssimbirsk .....	1,028	1 60
Kalisch .....	846	1 60	Ssmolensk .....	470	1 60
Kaluga .....	561	1 60	Ssuswalki .....	571	1 60
Kamenz .....	993	1 60	Stuwropol .....	1,356	2 40
Kasan .....	980	1 60	Tambow .....	744	1 60
Kijew .....	741	1 60	Tavastehuus .....	316	80
Kjelze .....	823	1 60	Tiflis .....	1,713	2 40
Kostroma .....	556	1 60	Tobolsk .....	1,978	3 20
Krassnojarsk .....	3,176	4 80	Tomsk .....	2,808	4 00
Kowno .....	463	1 60	Tshernigow .....	654	1 60
Kuopio .....	302	80	Tula .....	559	1 60
Kursk .....	771	1 60	Twer .....	343	80
Kutais .....	1,834	2 40	Ufa .....	1,331	1 60
Ljublin .....	779	1 60	Uleaborg .....	496	1 60
Lomsha .....	618	1 60	Wasa .....	559	1 60
Minsk .....	563	1 60	Warsaw .....	712	1 60
Mohilew .....	461	1 60	Wiatka .....	977	1 60
Moscow .....	402	1 60	Wiborg .....	91	80
Nishnij Novgorod .....	705	1 60	Wilna .....	471	1 60
Novgorod .....	119	80	Witebsk .....	365	1 60
Orel .....	672	1 60	Wladimir .....	560	1 60
Orenberg .....	1,439	2 40	Wologda .....	469	1 60
Pensa .....	975	1 60	Woronesh .....	770	1 60
Total .....	40,590	70 40	Total .....	28,500	58 40

Seventy-two messages ; average cost per message, \$1.80 ; grand total, 69,090 miles, \$128.80 per mile, 0.187 cent.

## E.—UNITED STATES, EAST OF MISSISSIPPI RIVER.

*Offices on Western Union lines where there is no competition.*

Name of office.	Distance from Washington.	Tariff from Washington.	Name of office.	Distance from Washington.	Tariff from Washington.
	<i>Miles.</i>			<i>Miles.</i>	
Huntsville, Ala. ....	625	\$2 25	Elmira, N. Y. ....	298	\$0 90
Danbury, Conn. ....	301	90	Goshen, N. Y. ....	290	90
New Castle, Del. ....	117	55	Raleigh, N. C. ....	316	1 00
Madison, Fla. ....	905	2 40	Marietta, Ohio. ....	418	1 10
Milledgeville, Ga. ....	832	1 95	Chambersburgh, Pa. ....	152	65
Danville, Ill. ....	835	1 70	York, Pa. ....	98	40
Lawrenceburgh, Ind. ....	634	1 40	Newport, R. I. ....	402	1 00
Catlettsburgh, Ky. ....	571	1 20	Marion, S. C. ....	467	1 35
Baton Rouge, La. ....	1,390	3 30	Jonesborough, Tenn. ....	416	1 35
Cumberland, Me. ....	570	1 40	Bennington, Vt. ....	422	1 10
Annapolis, Md. ....	42	30	Amelia Court-House, Va. ....	167	65
Frederick, Md. ....	83	40	Warrenton, Va. ....	57	25
Greenfield, Mass. ....	407	85	Berkeley Springs, W. Va. ....	153	65
Adrian, Mich. ....	664	1 40	Janesville, Wis. ....	936	1 80
Corinth, Miss. ....	825	2 40			
Keene, N. H. ....	444	95	32 messages. ....	14,261	37 90
Woodbury, N. J. ....	65	65			
Mount Holly, N. J. ....	167	75	Average per message. ....		1 18
			Average per mile. ....		.0266

*Offices on lines connecting with Western Union where there is no competition.*

Name of office.	Distance from Washington.	Tariff from Washington.	Name of office.	Distance from Washington.	Tariff from Washington.
	<i>Miles.</i>			<i>Miles.</i>	
Livingston, Ala. ....	972	\$3 00	Havana, N. Y. ....	317	\$1 25
Colchester, Conn. ....	383	95	Jackson, Ohio. ....	494	1 65
Sumterville, Fla. ....	1,046	4 25	Bangor, Pa. ....	210	1 10
Trenton, Ga. ....	645	3 70	Montrose, Pa. ....	305	1 05
Mount Carbon, Ill. ....	961	2 15	Wellsborough, Pa. ....	303	1 25
Patriot, Ind. ....	656	1 85	Milford, Pa. ....	326	1 10
Hawesville, Ky. ....	873	1 85	Narragansett Pier, R. I. ....	410	1 30
Southwest Pass, La. ....	1,370	4 50	Greenville, S. C. ....	668	1 85
Houlton, Me. ....	824	2 30	Tracy City, Tenn. ....	700	2 45
Locust Point, Md. ....	40	40	Hyde Park, Vt. ....	560	1 65
Frostburgh, Md. ....	212	70	Strasburgh, Va. ....	170	80
Leicester, Mass. ....	450	70	Louisa Court-House, Va. ....	111	55
Houghton, Mich. ....	1,356	3 00	Charleston, W. Va. ....	360	1 55
Rodney, Miss. ....	1,200	3 65	Juneau, Wis. ....	990	1 50
Ocean Grove, N. J. ....	210	95			
Deal, N. J. ....	215	95	32 messages. ....	17,798	56 50
Penn Yan, N. Y. ....	343	1 25			
Schoharie, N. Y. ....	418	1 30	Average per message. ....		1 77
			Average per mile. ....		.0318

*Offices on Western Union and connecting lines where there is competition.*

Name of office.	Distance from Washington.	Tariff from Washington.	Name of office.	Distance from Washington.	Tariff from Washington.
	<i>Miles.</i>			<i>Miles.</i>	
Montgomery, Ala. ....	900	\$2 40	Buffalo, N. Y. ....	447	\$0 90
New Haven, Conn. ....	308	50	New York, N. Y. ....	232	40
Wilmington, Del. ....	112	30	Greensborough, N. C. ....	321	75
Georgetown, D. C. ....	1	25	Charlotte, N. C. ....	414	1 00
Augusta, Ga. ....	671	1 00	Cincinnati, Ohio. ....	612	1 00
Chicago, Ill. ....	844	1 00	Harrisburgh, Pa. ....	126	40
Indianapolis, Ind. ....	722	1 00	Philadelphia, Pa. ....	142	35
Lexington, Ky. ....	713	1 25	Providence, R. I. ....	423	55
New Orleans, La. ....	1,260	2 50	Columbia, S. C. ....	523	1 00
Portland, Me. ....	570	75	Nashville, Tenn. ....	777	1 50
Baltimore, Md. ....	40	25	Richmond, Va. ....	131	25
Springfield, Mass. ....	371	55	Gordonsville, Va. ....	97	25
Detroit, Mich. ....	695	1 30	Wheeling, W. Va. ....	402	75
Grenada, Miss. ....	940	2 70	Milwaukee, Wis. ....	931	1 10
Concord, N. H. ....	509	75			
Trenton, N. J. ....	172	40	32 messages. ....	14,926	28 30
Camden, N. J. ....	143	40			
Albany, N. Y. ....	377	80	Average per message. ....		89
			Average per mile. ....		.019

NOTE.—Total, 96 messages, 46,965 miles, cost \$122 70. Average per message, \$1.28; average per mile, .026.

#### F.—GERMANY, INTERNATIONAL.

From Berlin to—	Distance.	Tariff.	From Berlin to—	Distance.	Tariff.
	<i>Miles.</i>			<i>Miles.</i>	
Paris. ....	711	\$0 80	Naples. ....	1,296	\$1 20
Aix-la-Chapelle. ....	440	37½	Drontheim. ....	1,327	1 10
Amsterdam. ....	515	60	Moscow. ....	1,242	1 50
Mayence. ....	354	37½	Odessa. ....	1,164	1 50
Vienna. ....	467	65	Florence. ....	908	1 20
Bremen. ....	275	25	Stockholm. ....	730	1 00
Koenigsberg. ....	385	37	Berne. ....	741	80
Dresden. ....	116	25	Pesth. ....	639	60
Hamburg. ....	177	25	Copenhagen. ....	310	60
Brussels. ....	371	60	Gefle. ....	922	1 00
Frankfort-on-the-Oder. ....	50	12½	Belgrade. ....	792	80
Christiania. ....	829	1 10	Stralsund. ....	148	25
London. ....	800	1 40	Athens. ....	1,466	1 40
Gitomir. ....	956	1 50	Madrid. ....	1,619	1 50
St. Petersburg. ....	1,034	1 50	Constantinople. ....	1,318	1 40
Marseilles. ....	1,246	80			
Aberdeen. ....	1,206	1 60	Total. ....	24,554	28 55

Thirty-two messages; average cost per message, 90 cents; per mile, 0.118 cent.

## G.—BELGIUM, INTERNATIONAL.

From Brussels to—	Distance.	Tariff.	From Brussels to—	Distance.	Tariff.
	<i>Miles.</i>			<i>Miles.</i>	
Marseilles.....	733	\$0 60	Cadiz.....	1,295	\$1 30
Hamburg.....	456	60	Lisbon.....	1,335	1 50
Breslau.....	591	80	Drontheim.....	1,249	1 20
Berlin.....	371	60	Triest.....	1,000	80
Munich.....	454	80	Madrid.....	901	1 30
Paris.....	197	60	Vienna.....	703	80
Edinburgh.....	466	80	Koenigsberg.....	756	80
Amsterdam.....	136	40	Copenhagen.....	578	90
London.....	154	60	Frankfort.....	255	40
Lyons.....	515	60	Nice.....	873	60
Ghent.....	35	10	Eydtkuhnen.....	851	80
Stockholm.....	805	1 20	Cologne.....	143	40
Milan.....	796	1 00	St. Petersburg.....	1,407	1 70
Florence.....	970	1 00	Moscow.....	1,491	1 70
Temesvar.....	1,030	80	Odessa.....	1,380	2 10
Naples.....	1,363	1 00			
Rome.....	1,206	1 00	Total.....	24,542	29 00

Thirty-two messages; average cost per message, 90 cents; per mile, 0.118 cent.

## H.—ITALY, INTERNATIONAL.

From—	To—	Distance in miles.	Tariff.
Rome.....	London.....	1,360	\$1 80
Naples.....	do.....	1,520	1 80
Do.....	Berlin.....	1,296	1 20
Rome.....	do.....	1,134	1 20
Do.....	Stockholm.....	1,865	1 60
Naples.....	do.....	2,027	1 60
Rome.....	Paris.....	1,036	80
Palermo.....	do.....	1,420	80
Naples.....	St. Petersburg.....	2,200	2 20
Do.....	Brussels.....	1,360	1 00
Do.....	Berne.....	800	60
Palermo.....	Amsterdam.....	1,700	1 00
Total.....		17,718	15 60

Twelve messages; average cost per message, \$1.30; average cost per mile, 0.088 cent.

I.—Summary statement of the annexed tables, showing the tariff rates of telegraph messages, the average cost per mile and per message, also the number of miles traversed.

	Number of messages.	Mileage.		Tariff rates.		
		Total.	Average per message.	Total.	Average per message.	Average per mile.
		Miles.	Miles.	Dollars.	Cents.	Cents.
Italy, inland traffic.....	26	8,454	325	5 20	20	0.063
Great Britain, inland traffic.....	32	7,363	230	8 00	25	0.109
France, inland traffic.....	32	8,652	270	6 40	20	0.074
Russia, inland traffic.....	72	69,090	959	128 00	1 80	0.187
United States, inland traffic.....	96	46,695	486	122 70	1 28	0.266
Germany, international traffic.....	32	25,554	798	28 55	90	0.118
Belgium, international traffic.....	32	24,542	766	29 00	90	0.118
Italy, international traffic.....	12	17,718	1,476	15 60	1 30	0.088

### TELEGRAPHS, 3.

#### *Statement of the president of the Montreal Telegraph Company.*

MONTREAL, October 28, 1872.

SIR: I have the honor to acknowledge receipt of your letter dated 25th instant, asking me to furnish for the information of the Postmaster-General of the United States such facts regarding the working of the uniform system of low tariffs adopted and in use by the Montreal Telegraph Company as may be useful to him.

When I first became president of this company, many years ago, an examination into its nature and capabilities convinced me that the larger the sphere over which its business could be spread, the greater would be the probability of ultimate success. The tariff at that time was framed, though not uniformly, on a scale of distances, and on the principle that in any district where there were few inhabitants and but little telegraphing, the charge there must necessarily be higher than in more favored places.

Believing that this system was erroneous, I, with the concurrence of the directors, commenced a gradual and very cautious reduction in the rates, and I found that every reduction brought an increase of business, much more than the reduction and increased expenses which it entailed came to. Encouraged by this result, I continued the system of reduction from year to year, till an examination of the business of the year 1869 showed me that nearly 90 per cent. of our total receipts was obtained from the 25-cent portion of the tariff. This, and the discouragement of any proposed opposition-line, induced me to adopt a uniform charge of 25 cents for ten words and 1 cent for each subsequent word, irrespective of place or distance. The result has been quite satisfactory so far as we have yet seen, and I have no doubt whatever of its continued success.

The reduction came in force on the 1st of January, 1871, and I subjoin a comparative statement of the business of years 1870 and 1871, the tariff in the former year having been at the differential rates and distance, and in the latter year the uniform rate of 25 cents irrespective of distance.

*Comparative statement of business for years 1870 and 1871, at uniform 25-cent rate, irrespective of distance.*

Number of messages in 1870.....	1, 006, 102.
Number of messages in 1871.....	1, 259, 653.
Increase in 1871, (about 25 per cent.).....	253, 551
Gross receipts in 1870.....	\$362, 865 39
Gross receipts in 1871.....	392, 687 20
Increase in 1871, (about 8 per cent.).....	29, 821 81
Expenses in 1870.....	\$208, 907 84
Expenses in 1871.....	242, 390 83
Increase in 1871, (about 15 per cent.).....	33, 482 99
Net profit in 1870.....	\$153, 957 56
Net profit in 1871.....	150, 296 37
Decrease in 1871, (about 2½ per cent.).....	3, 661 18

Capital paid up, 1870, \$1,000,000; profit, 15½ per cent.

Capital paid up, 1871, \$1,000,000; profit, 15 per cent.

The company has 8,812 miles of poles, 14,337 miles of wire, and 805 offices in operation, being one office for every 4,500 inhabitants in entire Dominion.

There has been a proportionate increase in every item of expense, but largest in the item of salaries, which—

In 1870 amounted to.....	\$131, 943 43
In 1871 amounted to.....	158, 529 39
Increase in 1871, (about 20 per cent.).....	26, 585 96

The increase, both in the number of messages and in the amount received for them, has been to a greater extent during the present year than even in the last; and when the accounts are made up at the close of the season, I have no doubt they will prove that the adoption of the system of uniform rates has not only been wise in itself, but entirely satisfactory in a pecuniary point of view. It will be necessary for you, however, to remind the Postmaster-General of the United States that though this system has been entirely successful here, it could scarcely be put in operation in the United States, except under the control of the General Government, owing to the onerous charges to which the business there is subject. Telegraph-wire and all other material used in telegraphing are admitted into Canada free of duty, but are subject in the United States to heavy duties, averaging probably 60 to 70 per cent. The expenses of living being greater in the United States than in Canada, salaries are necessarily higher.

Taxation is also more burdensome, and every article in use is dearer. It is true that against this must be placed the more dense and probably more active population of the United States and the larger amount of business transacted; but the distances are so great that I doubt if a uniform 25 cent tariff all over the country would maintain the business in an efficient manner at present. A tariff, to be entirely uniform, must be fixed at the lowest local charge, and, if fixed at 25 cents, there would probably be a loss on the business for a year or two; and that is the reason why it would probably only be attempted by the Government.

The increase of business, and consequently the increase of cost of



working, would be very large; but in a few years it might, and probably would, become self-supporting.

The Montreal Telegraph Company has throughout its whole career paid 10 per cent. per annum in dividends to its shareholders, beside providing for extension of lines. It continues to do so, and its ability to pay equal dividends in the future seems to be unimpaired by the reduction of its tariffs.

I have the honor to be, sir, your obedient servant,

HUGH ALLAN,

*President Montreal Telegraph Company.*

The Hon. ALEXANDER CAMPBELL,

*Postmaster-General, Ottawa.*

#### TELEGRAPHS, 4.

*List of points in the vicinity of Philadelphia, showing the charge for delivery of telegrams and the nature and frequency of postal service from the city.*

Name of place.	Telegraph charges.	Free mail-service.
Almshouse, Blockley .....	\$0 25	Four trips daily by carrier.
Avenue Drive-Yards, (West Philadelphia) ..	10	Do.
Branchtown .....	1 50	Two mails daily, (6 miles.)
Bridesburgh .....	35	Two trips daily by carrier.
Chilton Hills .....	1 50	Two mails daily, (10 miles.)
Colonnade Hotel .....	10	Four trips daily by carrier.
Fairmount .....	10	Do.
Fox Chase .....	2 00	Two mails daily, (10 miles.)
Frankford .....	10	Four trips daily by carrier.
Germantown .....	10	Three trips daily by carrier.
Gilesen's Point .....	25	Two trips daily by carrier.
Gray's Ferry .....	50	Do.
Greenwich Point .....	50	Do.
Haddington .....	50	Do.
Hestonville .....	10	Do.
Kensington .....	10	Four trips daily by carrier.
Kirkbride's Insane Asylum .....	25	Two trips daily by carrier.
Kingsessing .....	50	Do.
La Pierre House .....	10	Four trips daily by carrier.
Laurel Hill .....	75	Two trips daily by carrier.
League Island .....	1 00	Do.
Manayunk .....	10	Three trips daily by carrier.
Mantua, (West Philadelphia) .....	10	Two trips daily by carrier.
Mount Airy .....	75	Do.
Moyamensing .....	10	Four trips daily by carrier.
Naval Asylum .....	20	Three trips daily by carrier.
Park Drive-Yards, (West Philadelphia) .....	1 00	Two trips daily by carrier.
Point Breeze .....	1 00	Do.
Port Richmond .....	10	Three trips daily by carrier.
Red Bank, N. J. ....	75	Two mails daily, (6 miles.)
Rising Sun .....	75	Two trips daily by carrier.
Roxborough .....	35	Do.
Union Drive-Yards, (West Philadelphia) .....	10	Do.
West Philadelphia .....	10	Four trips daily by carrier to built-up port'n.
Wissahickon .....	75	Two trips daily by carrier.

#### TELEGRAPHS, 5.

*Rates of Western Union, Pacific and Atlantic, and connecting telegraph companies previous to and since the 1st of May, 1872.*

From—	To—	Old rate.	New rate.
Pittsburgh, Pennsylvania .....	Oil City, Pennsylvania .....	\$0 20	\$0 40
Do. ....	Titusville, Pennsylvania .....	20	40
Do. ....	New York, New York .....	25	50
Do. ....	Saint Louis, Missouri .....	1 00	1 25
Cincinnati, Ohio .....	New York, New York .....	60	1 00
Memphis, Tennessee .....	Saint Paul, Minnesota .....	1 25	1 55
Chicago, Illinois .....	La Crosse, Wisconsin .....	50	80
Do. ....	Saint Paul, Minnesota .....	50	1 00
Do. ....	Saint Louis, Missouri .....	50	75
Do. ....	Dubuque, Iowa .....	20	75

## TELEGRAPHS, 6.

NEW YORK, *November 7, 1872.*

SIR: I have the honor of presenting to you estimates for building telegraph-lines throughout the United States. It is difficult to give great accuracy to the estimate of so large a construction through such a vast extent of territory, embracing such variety of climatic influence, transportation facilities, and industrial resources. Wire, the most expensive element of construction, is at present, owing to the enormous increase in value of coal and labor in England, more than 30 per cent. higher than it was six months since. This article in this country is almost entirely made from foreign stock, and that we should propose to use is the very best ever brought to this country.

The wood for poles would vary in different localities, cypress, pine, cedar, and chestnut all being used. In many cases the average requirement has been the basis of estimate, and transportation has been included as an element of cost. The instruments required for testing lines, magnets, qualities of wire, resistances, and batteries, have also been introduced, as their use has become an essential in working lines and preserving their efficiency.

Very respectfully, your obedient servant,

CHARLES T. CHESTER.

## THE POSTMASTER-GENERAL OF THE UNITED STATES.

P. S.—This estimate covers the best possible construction, with all modern improvements, connecting 10,000 offices. As good a line as now constructed in this country can be put up for about 25 per cent. below this statement.

175,000 miles No. 8 galvanized Chester A 1 wire, duty free, 8½ cents per pound, 400 pounds to mile.....	\$6, 125, 000
75,000 miles poles, 33 to mile, average \$2 each.....	4, 950, 000
Setting 75,000 miles of poles, at \$1 each.....	2, 475, 000
Stringing 175,000 miles of wire, at \$5 per mile.....	875, 000
5, 775, 000 insulators, screw-glass, with brackets, 12 cents.....	693, 000
5, 775, 000 Brooks insulators, at 35 cents.....	2, 021, 250
1, 650, 000 cross-arms, average, at 25 cents each.....	412, 500
1, 000, 000 feet of office-wire, 750,000 braider, at 1½ cents.....	9, 375
250,000 kerite, at 5 cents.....	12, 500
9, 500 cut-outs, at \$1.....	9, 500
9, 500 lightning-arresters, at \$2.....	19, 000
500 switch-boards, average, \$35 each.....	17, 500
13, 000 Morse relays, average resistance, \$15 each.....	195, 000
12, 000 best sounders, \$6 each.....	72, 000
2, 000 registers, best pattern, \$40 each.....	80, 000
14, 000 best keys, \$5.50 each.....	77, 000
25, 000 best sulphate-of-copper batteries, at \$1.25 each.....	35, 000
1, 000 Chester dial instruments, at \$75.....	75, 000
500 ordinary galvanometers, at \$10 each.....	5, 000
50, 000 best electroporn or carbon batteries.....	87, 500
50 complete testing-instruments, rheostats, and galvanometers....	7, 500

*Statements showing operations and results of foreign mail-service for the fiscal year ended June 30, 1872.*

The postages on United States and European mails were as follows:

The aggregate amount of postage (sea, inland, and foreign) on the mails exchanged—

With the United Kingdom.....	\$691, 107 83
With the North German Union.....	487, 341 20
With France.....	22, 677 10
With Belgium.....	14, 244 10

With Nether'ands.....	\$22,786 11
With Switzerland.....	33,585 21
With Italy.....	26,805 76
With Denmark.....	5,074 36
With Sweden, Norway and Denmark .....	204 98
With Spain.....	27 40

Total postages..... \$1,303,854 05

Being an increase of \$122,796.64 over the amount reported for the previous year.

The postages on mails *sent* to Europe were as follows, viz :

To United Kingdom.....	\$355,846 13
To North German Union.....	242,931 18
To France.....	13,252 00
To Belgium.....	7,518 31
To Netherlands.....	13,880 20
To Switzerland.....	16,502 20
To Italy.....	10,937 01
To Denmark.....	1,183 06
To Sweden, Norway and Denmark.....	187 70
To Spain.....	27 40

Total..... \$662,315 19

The postages on mails *received* from Europe were as follows :

From United Kingdom.....	\$335,261 70
From North German Union.....	244,410 02
From France.....	9,425 10
From Belgium.....	6,725 79
From Netherlands.....	8,905 91
From Switzerland.....	17,083 01
From Italy.....	15,818 75
From Denmark.....	3,891 30
From Sweden, Norway and Denmark.....	17 28

Total..... \$641,538 89

Postages collected in the United States..... \$819,244 30

Postages collected in Europe..... 484,609 75

Excess of collections in the United States..... \$334,634 55

Number of letters (single rates) sent from the United States..... 9,414,126

Number of letters (single rates) received from Europe..... 8,268 873

Total..... 17,682 999

Being an increase of 3,507,575 over the number reported for the previous year.

The excess of postages on mails *sent* from the United States to different countries of Europe over that on mails *received* from the same countries was as follows :

United Kingdom.....	\$20,584 43
France.....	3,826 90
Netherlands.....	4,974 29
Belgium.....	792 52
Spain.....	27 40

Total..... \$30,205 54

The excess of postages on mails received over those on mails sent was as follows :

With North German Union.....	\$1,478 84
Italy.....	4,831 74
Switzerland.....	580 81
Denmark, Sweden and Norway.....	2,537 82

Total..... \$9,429 21

*Number of letters and amounts of postage on mails conveyed to and from Europe by the following steamship lines.*

Name of line.	NUMBER OF LETTERS.			AMOUNTS OF POSTAGE ON MAILS.		
	Sent.	Received.	Total.	Sent.	Received.	Total.
Williams & Guion Line.....	2,768,756	1,205	2,769,961	\$190,047 75	\$136 04	\$190,183 79
Inman Line.....	2,892,345	2,094,719	4,987,064	208,283 08	162,894 84	371,177 92
Hamburg Line.....	2,088,677	744,210	2,833,487	149,102 22	55,933 44	205,035 66
Cunard Line.....	129,004	3,197,964	3,326,968	8,894 65	240,753 97	249,648 62
North German Lloyd Line..	1,226,666	2,153,644	3,380,310	88,472 43	174,399 49	262,871 92
French Line.....	132,520	69,047	201,567	6,687 60	6,904 70	13,592 30
Canadian Line.....	170,448	2,106	172,554	10,464 32	127 62	10,591 94
Baltic Lloyd Line.....	5,710	3,775	9,485	363 14	244 16	607 30
Other steamships.....	.....	1,603	1,603	.....	144 60	144 60
Total.....	9,414,126	8,268,873	17,682,999	\$662,315 19	\$641,538 86	\$1,303,854 05
Increase over 1871.....	2,010,323	1,570,856	3,581,179	\$68,885 41	\$52,911 23	\$122,796 64

*Payments during fiscal year ended June 30, 1872, to ocean-steamship lines transporting mails for the sea-postage as compensation for the service.*

Name of Line.	Amount of compensation.
Liverpool and Great Western Steamship Company.....	\$65,862 67
Inman Line.....	68,961 17
Hamburg American Packet Company.....	49,422 38
Cunard Line.....	5,689 23
North German Lloyd of Bremen.....	26,299 95
Canadian Line.....	3,973 68
Baltic Lloyd Line.....	92 62
Total for transatlantic mails.....	\$220,301 70
For steamship service to the West Indies, Panama, Mexico, Brazil, New Zealand, and Nova Scotia.....	81,719 27
Total.....	\$302,020 97

*Weight of correspondence exchanged during the fiscal year ended June 30, 1879, between the United States and countries of Europe with which the United States have concluded postal conventions.*

Countries.	LETTER-MAILS.				PRINTED MATTER AND SAMPLES.						Total weight of mails exchanged with European countries.				
	From the United States..		To the United States.		Total.		From the United States.		To the United States.			Total.			
	Grams.	Ounces.	Grams.	Ounces.	Grams.	Ounces.	Grams.	Ounces.	Grams.	Ounces.		Grams.	Ounces.		
United Kingdom.....		1,896,687½		1,653,750½		3,480,437½		7,023,711		9,580,103½		16,603,814½		30,064,259	
Germany.....	26,651,918		23,537,471		50,212,389		64,159,349		20,217,376		84,376,725		134,596,114		
France.....	1,175,187		1,630,542		1,680,842		9,191,465		760,350		9,891,715		11,771,577		
Belgium.....	688,797		563,017		1,231,814		2,122,400		2,006,328		4,130,728		5,362,542		
Netherlands.....	1,543,151		725,870		2,269,021		1,546,054		1,113,460		2,660,104		4,929,125		
Switzerland.....	1,477,919		2,734,736		2,734,736		5,044,755		2,142,444		7,187,199		9,921,935		
Italy.....	924,644		1,036,047		1,960,691		3,993,511		1,594,273		4,867,784		6,866,475		
Denmark.....	145,014		412,940		557,954		234,583		372,345		606,928		1,164,889		
Norway, Sweden and Denmark.....	28,745				31,571		76,350				76,350		107,921		
Spain.....	2,792				2,792								2,792		
Total grams and equivalents in ounces.....	32,648,167	1,152,288½	32,269,643	997,753½	60,917,810	2,150,040½	85,599,067	3,021,143½	28,202,466	995,592½	113,807,533	4,016,736½	174,725,343	6,166,776½	
Total.....	2,978,975½		2,651,502½		5,630,478½		10,044,854½		10,575,696½		20,690,550½		96,251,028½		

*Number of letters and newspapers, and amounts of United States postage (so far as reported) on mails exchanged with Canada, the West India Islands, &c.*

Countries.	Number of letters.	Number of newspapers.	United States postage.
British Provinces, (incomplete) .....	5,291,869	1,360,244	\$200,101 03
West India Islands .....	815,223	333,257	96,639 99
Panama .....	195,767	196,169	30,391 19
China and Japan .....	114,062	163,027	15,040 14
Sandwich Islands, New Zealand, and Australia .....	107,549	195,877	13,551 23
Brazil and Buenos Ayres .....	89,309	98,171	11,548 94
Mexico .....	42,144	56,811	4,153 63
Nova Scotia, Newfoundland, and Bermuda, by mail-steamers .....	18,782	9,902	5,385 88
Belize, Honduras .....	2,687	No account taken.	310 80
Ecuador .....	2,109	4,291	503 62
<b>Total</b> .....	<b>6,679,501</b>	<b>2,417,749</b>	<b>\$377,626 65</b>

*Statement of the number of letters, newspapers, &c., and the amount of United States postage thereon, conveyed by the steamers of the Pacific Mail Steamship Company, under contract, including extra service, between San Francisco and Japan and China, during the fiscal year ended June 30, 1872.*

MAILS OUTWARD FROM SAN FRANCISCO.					MAILS INWARD AT SAN FRANCISCO.				
Date.	No. of letters.	U. S. postage thereon.	No. of newspapers, &c.	U. S. postage thereon.	Date.	No. of letters.	U. S. postage thereon.	No. of newspapers, &c.	U. S. postage thereon.
July 1, 1871	4,448	\$549 40	8,233	\$166 84	July 15, 1871	4,772	\$432 60	3,642	\$40 70
Aug. 1, 1871	4,211	489 80	10,454	175 82	Aug. 13, 1871	4,928	509 20	3,475	36 46
Sept. 1, 1871	4,500	523 80	9,849	226 90	Sept. 1, 1871*	1,905	196 80	1,751	20 38
Sept. 6, 1871*	624	81 50	966	20 46	Sept. 12, 1871	4,746	501 90	4,523	63 32
Sept. 30, 1871	4,544	534 80	7,993	162 30	Oct. 7, 1871*	1,601	243 50	1,067	21 34
Nov. 1, 1871	5,720	642 60	9,032	184 22	Oct. 15, 1871	4,228	354 30	3,828	38 54
Dec. 1, 1871	3,245	365 20	8,850	179 84	Nov. 15, 1871	4,117	377 60	3,855	50 48
Jan. 5, 1872	4,041	478 60	5,266	105 32	Nov. 30, 1871*	2,165	247 30	1,921	22 24
Feb. 4, 1872	2,290	289 70	7,354	147 08	Dec. 17, 1871	3,343	234 80	4,500	62 24
Mar. 1, 1872	5,058	590 10	6,156	125 16	Jan. 15, 1872	4,276	473 60	3,773	36 12
April 5, 1872	3,664	432 90	7,734	157 48	Feb. 15, 1872	4,902	443 30	4,695	48 64
May 1, 1872	3,555	416 20	5,100	104 88	Mar. 23, 1872	5,056	424 60	6,793	96 98
May 16, 1872*	1,575	188 20	2,552	52 32	April 18, 1872	3,866	341 10	5,394	84 14
June 1, 1872	3,960	502 20	7,957	159 14	May 15, 1872	5,544	542 50	4,927	64 10
June 17, 1872*	2,212	263 20	5,516	110 32	June 17, 1872	5,026	540 10	5,851	70 78
<b>Total</b> .....	<b>53,647</b>	<b>\$6,348 20</b>	<b>103,032</b>	<b>\$2,078 08</b>	<b>Total</b> .....	<b>60,415</b>	<b>\$5,863 40</b>	<b>59,995</b>	<b>\$750 46</b>

## RECAPITULATION.

	Number of letters.	U. S. postage thereon.	No. of newspapers, &c.	U. S. postage thereon.
Mails outward .....	53,647	\$6,348 20	103,032	\$2,078 08
Mails inward .....	60,415	5,863 40	59,995	750 46
<b>Total</b> .....	<b>114,062</b>	<b>\$12,211 60</b>	<b>163,027</b>	<b>\$2,828 54</b>

Total United States postage on letters ..... \$12,211 60  
 Total United States postage on newspapers, &c. .... 2,828 54

Total United States postage ..... \$15,040 14

\* Extra service for which the company is allowed and paid the sea-postages.

*Statement of the number of letters, newspapers, &c., and the amount of United States postage thereon, conveyed by the steamers of the California, Oregon, and Mexico Steamship Company, under contract, between San Francisco and Honolulu, Australia, and New Zealand, during the fiscal year ended June 30, 1872.*

MAILS OUTWARD FROM SAN FRANCISCO.					MAILS INWARD AT SAN FRANCISCO.				
Date.	No. of letters.	U. S. postage thereon.	No. of newspapers, &c.	U. S. postage thereon.	Date.	No. of letters.	U. S. postage thereon.	No. of newspapers, &c.	U. S. postage thereon.
July 20, 1871	2,166	\$235 16	10,540	\$211 57	July 16, 1871	2,089	\$83 44	2,535	\$43 12
Aug. 16, 1871	1,598	165 18	6,469	131 26	Aug. 13, 1871	2,038	87 60	1,514	12 44
Sept. 13, 1871	864	106 64	3,044	61 28	Sept. 10, 1871	1,808	64 80	1,252	7 20
Oct. 11, 1871	3,690	346 22	6,526	136 88	Oct. 8, 1871	2,878	122 88	2,140	42 80
Nov. 11, 1871	3,869	362 68	11,099	223 98	Nov. 5, 1871	4,695	368 72	4,526	92 50
Dec. 12, 1871	4,061	439 08	10,052	211 04	Dec. 3, 1871	3,752	246 37	3,240	47 18
Jan. 9, 1872	3,865	378 76	9,708	203 76	Jan. 5, 1872	4,269	436 03	3,776	79 62
Feb. 6, 1872	2,136	238 70	4,478	89 56	Feb. 4, 1872	4,452	336 94	3,782	75 64
Mar. 1, 1872	5,173	500 94	13,116	272 54	Feb. 29, 1872	3,662	400 12	4,286	85 72
Mar. 29, 1872	3,778	381 74	10,565	211 30	Mar. 28, 1872	3,586	327 78	3,340	71 36
April 6, 1872	1,299	126 50	4,623	96 66	April 24, 1872	4,202	341 66	4,720	94 40
April 27, 1872	2,942	295 02	5,249	104 98	May 22, 1872	3,827	271 76	3,504	53 52
May 24, 1872	2,456	311 70	7,901	161 72	June 17, 1872	1,297	116 10	1,243	24 86
June 20, 1872*	3,729	353 24	11,352	231 72					
Total..	41,626	\$4,261 56	114,722	\$2,348 25	Total..	42,615	\$3,204 20	39,858	\$729 36

## RECAPITULATION.

	Number of letters.	U. S. postage thereon.	No. of newspapers, &c.	U. S. postage thereon.
Mails outward .....	41,626	\$4,261 56	114,722	\$2,348 25
Mails inward .....	42,615	3,204 20	39,858	729 36
Total .....	84,241	\$7,465 76	154,580	\$3,077 61

Total United States postage on letters..... \$7,465 76  
 Total United States postage on newspapers, &c..... 3,077 61

Total United States postage..... \$10,543 37

\* Extra service performed outside of contract, for which company is allowed the sea-postages on the New Zealand and Australian mails.

*Statement of the number of letters, newspapers, &c., and the amount of United States postage thereon, conveyed by occasional steamers between San Francisco and Honolulu, &c., during the fiscal year ended June 30, 1872.*

MAILS OUTWARD FROM SAN FRANCISCO.					MAILS INWARD AT SAN FRANCISCO.				
Date.	No. of letters.	U. S. postage thereon.	No. of newspapers, &c.	U. S. postage thereon.	Date.	No. of letters.	U. S. postage thereon.	No. of newspapers, &c.	U. S. postage thereon.
July 3, 1871	248	\$17 52	618	\$13 44	July 18, 1871	71	\$6 24		
July 28, 1871	268	17 62	378	7 56	Aug. 21, 1871	256	17 94	952	\$19 28
July 29, 1871	73	4 50	279	6 60	Sept. 12, 1871	42	5 76	7	14
Sept. 6, 1871	757	54 42	1,062	21 60	Sept. 20, 1871	98	7 44	17	34
Sept. 17, 1871	2222	14 70	1,382	29 28	Oct. 8, 1871	53	4 20	9	18
Oct. 3, 1871	28	2 58	1,299	34 21	Oct. 11, 1871	10	60		
Nov. 15, 1871	231	15 84	495	10 30	Oct. 18, 1871	290	19 80	541	11 14
Nov. 27, 1871	526	37 38	102	2 04	Nov. 19, 1871	527	33 72	300	6 00
Jan. 24, 1872	625	42 12	1,370	37 20	Dec. 16, 1871	334	23 16	169	3 38
Feb. 2, 1872	157	10 68	1,960	20 30	Jan. 18, 1872	169	11 28	311	6 22
Mar. 13, 1872	843	56 88	1,965	47 90	Jan. 27, 1872	410	30 30	422	8 44
April 5, 1872	6	84			Feb. 21, 1872	41	3 66	12	24
April 11, 1872	247	16 86	460	9 80	Feb. 26, 1872	273	21 78	260	5 20
April 13, 1872	154	13 08	399	8 68	Feb. 29, 1872	198	21 96	135	2 70
April 30, 1872	189	13 80	544	13 34	Mar. 6, 1872	187	13 56	280	5 60
May 16, 1872	728	25 98	2,542	60 84	Mar. 29, 1872	348	24 66	429	8 58
May 25, 1872	89	6 60	774	15 48	April 25, 1872	85	7 38	24	48
June 22, 1872	99	6 30	904	19 32	May 10, 1872	609	47 52	431	8 62
					May 11, 1872	28	1 92		
					May 21, 1872	440	32 76	427	8 54
					June 7, 1872	193	14 12	27	54
					June 17, 1872	371	27 72	360	7 20
Total....	5,490	\$357 70	15,553	\$357 91	Total.....	5,033	\$377 48	5,113	\$102 82

## RECAPITULATION.

	No. of letters.	U. S. postage thereon.	No. of newspapers, &c.	U. S. postage thereon.
Mails outward.....	5,490	\$357 70	15,553	\$357 91
Mails inward.....	5,033	377 48	5,113	102 82
Total.....	10,523	\$735 18	20,666	\$460 73

Total United States postage on letters..... \$735 18  
 Total United States postage on newspapers, &c..... 460 73

Total United States postage..... \$1,195 91



*Statement of the number of letters, newspapers, &c., and the amount of United States postage thereon, conveyed by the steamers of the Hall's Line between San Francisco and Honolulu, Australia, Fiji Islands, and New Zealand, during the fiscal year ended June 30, 1872.*

MAILS OUTWARD FROM SAN FRANCISCO.					MAILS INWARD AT SAN FRANCISCO.				
Date.	No. of letters.	U. S. postage thereon.	No. of newspapers, &c.	U. S. postage thereon.	Date.	No. of letters.	U. S. postage thereon.	No. of newspapers, &c.	U. S. postage thereon.
July 18, 1871	959	\$80 64	2 760	\$64 01	July 9, 1871	1, 817	\$213 48	2 156	\$43 12
Aug. 8, 1871	1, 969	198 46	4, 467	95 04	Aug. 1, 1871	2, 398	245 24	1, 849	36 98
Sept. 13, 1871	2, 021	208 24	5, 132	103 08	Sept. 8, 1871	1, 988	237 38	2, 439	48 78
Oct. 11, 1871	272	30 10	133	2 66	Oct. 6, 1871	1, 361	171 66	1, 695	33, 90
	5, 221	\$517 44	12, 492	\$264 79		7, 564	\$867 76	8, 139	\$162 78

## RECAPITULATION.

	Number of letters.	U. S. postage thereon.	No. of newspapers, &c.	U. S. postage thereon.
Mails outward.....	5, 221	\$517 44	12, 492	\$264 79
Mails inward.....	7, 564	867 76	8, 139	162 78
Total.....	12, 785	\$1, 385 20	20, 631	\$427 57

Total United States postage on letters..... \$1, 385 20  
 Total United States postage on newspapers, &c..... 427 57

Total United States postage..... \$1, 812 77

This article of contract, made the second day of February, in the year of our Lord one thousand eight hundred and seventy-two, between the United States of America (acting in this behalf by the Postmaster-General) and the Liverpool and Great Western Steam Company, with William K. Hinman and Henry M. Taber as sureties, witnesseth:

That whereas the said Liverpool and Great Western Steam Company have been accepted, in accordance with the provisions of the 4th section of the act of Congress approved June 14, 1858, and of the 9th section of the act of Congress approved March 3, 1865, entitled "An act relating to the postal laws," as contractors to convey a weekly mail, by steamships of approved speed, from the port of New York to the port of Liverpool, England, calling at Queenstown, Ireland, for the sea-postages (viz, six cents per ounce, net weight, on letters, and six cents per pound, net weight, on other mail-matter for the United Kingdom; six cents per thirty grams, net weight, on letters, and ten cents per kilogram, net weight, on other mail-matter for Belgium, the Netherlands, Switzerland, and Italy, via England; and three cents per thirty grams, net weight, on letters, and ten cents per kilogram, net weight, on other mail-matter for Germany, via England,) on the mails conveyed, as full compensation for the service, during a contract term of two years, commencing January 1, 1872, and ending December 31, 1873:

Now, therefore, the said Liverpool and Great Western Steam Company, contractors, and William K. Hinman and Henry M. Taber as sureties, do jointly and severally undertake, covenant, and agree with the United States, and do bind themselves to transport a weekly mail from the port of New York to the port of Liverpool, England, calling at Queenstown,

Ireland, by a line of first class sea-going steamships, of sufficient number to perform fifty-two outward trips per annum, from the port of New York to the ports of Queenstown and Liverpool, for and during the term of two years, commencing on the 1st day of January, 1872. And the said contractors do further covenant and agree with the United States, and do bind themselves that the steamships employed shall, in all respects, be adapted to the service, and shall be kept up, by alterations, repairs, and additions, as the exigency may require, and, if not so kept up and maintained, they may be rejected by the Postmaster-General of the United States as not meeting the requirements of the service, and other satisfactory steamships required in their place. And the said contractors do further covenant and agree to transport, free of expense, a mail-agent of the United States, to take charge of and arrange the mail-matter, should the Postmaster-General deem it expedient to appoint and employ agents on board the steamers, and to assign to such agents suitable accommodations for that purpose. And it is further covenanted and agreed by the said contractors, and they do bind themselves—

First, to convey the mails from New York on Wednesday of each week, and so convey until the day of sailing is altered, with the approval of the Postmaster-General of the United States, and then to carry according to such altered schedule.

Second, to transport the mails in a safe and secure manner, free from wet or other injury, in a separate apartment in each steamship, to be fitted up for the exclusive accommodation of the mail.

Third, to take the mail and every part of it from the post-office of New York and to deliver it and every part of it into the post office of Queenstown or Liverpool, or to such officers of the British post-office as shall be authorized to receive the same at either of those ports.

They also undertake, covenant, and agree with the United States, and do bind themselves to be answerable for the proper care and transportation of the mails, and accountable to the United States for any damages which may be sustained by the United States through the unfaithfulness or want of care of their officers, agents, or employes. And they do further covenant and agree that they will not transmit, by themselves or their agents, or be concerned in transmitting commercial intelligence more rapidly than by mail, and that they will not carry, or suffer to be carried, letters or newspapers out of the mails; and that they will not, knowingly, convey any person carrying on the business of transporting letters or other mail-matter, without the special consent of the Post-Office Department of the United States. And further, that they will convey, without additional charge, post-office blanks, mail-bags, and the occasional special agent on the business of the Post-Office Department exclusively, on the exhibition of his credentials. For which services, when performed, the Liverpool and Great Western Steam Company are to be paid by the United States the amount of sea-postages as hereinbefore specified, in the currency of the United States, in quarterly payments, on receipt at the Post-Office Department of satisfactory evidence of the performance of the outward trips embraced in said payments, subject, however, to deductions, fines, and penalties imposed by the Postmaster-General for failures and irregularities, as hereinafter stipulated. And it is hereby stipulated and agreed that suitable fines and penalties may be imposed, in the discretion of the Postmaster-General, for failures to perform any outward trip stipulated for in this contract; for delays and irregularities in the performance of the service; for failures to take or deliver the mail or any part of it; for suffering it to be wet, injured, lost, or destroyed; for

carrying it in a place or manner that exposes it to depredation, loss, or injury, by being wet or otherwise; and for setting up and running an express to transmit letters or commercial intelligence in advance of the mails; or for conveying, knowingly or after being informed, any one engaged in transporting letters or mail-matter in violation of the laws of the United States. And it is hereby further stipulated and agreed that the Postmaster-General shall have the power to determine this contract, at any time, in case of its being underlet or assigned to any other party, and that he may annul the contract for repeated failures, for violating the post-office laws of the United States, for disobeying the instructions of the Department, or for transporting persons conveying mail-matter out of the mails, as aforesaid; and that this contract shall, in all its parts, be subject to the act of Congress approved the 21st of April, 1808, entitled "An act concerning public contracts," so far as the provisions thereof shall apply thereto. It is hereby further mutually understood that this contract being for a Wednesday mail only, the right is reserved by the Post-Office Department to dispatch mails from New York to the same or other transatlantic ports by steamers of other lines on any other day of the week.

In witness whereof the said Postmaster-General has caused the seal of the Post-Office Department to be affixed hereto, and attested the same by his signature; and the said Liverpool and Great Western Steam Company, by Williams & Guion, agents, and their sureties, have hereto set their hands and seals, the day and year first hereinbefore written.

JNO. A. J. CRESWELL, [SEAL.]  
*Postmaster-General.*

Signed, sealed, and delivered by the Postmaster-General, in the presence of—

JOSEPH H. BLACKFAN.

LIVERPOOL & GREAT WESTERN COMPANY, OF LIVERPOOL,  
 WILLIAMS & GUION, *Agents.* [SEAL.]  
 WM. K. HINMAN. [SEAL.]  
 HENRY M. TABER. [SEAL.]

Signed, sealed, and delivered by Williams & Guion, agents, Wm. K. Hinman, and Henry M. Taber, in presence of—

E. S. LENTILHON.

POST-OFFICE, *New York, February 6, 1872.*

The undersigned, postmaster of New York, State of New York, certifies, under his oath of office, that he is acquainted with the guarantors in the foregoing contract, and knows them to be men of property and able to make good their guarantee.

P. H. JONES, *Postmaster.*

This article of contract, made the fifteenth day of March, in the year of our Lord one thousand eight hundred and seventy-two, between the United States of America (acting in this behalf by the Postmaster-General) and the Hamburg American Packet Company, with Henry R. Kunhardt and George C. Voss as sureties, witnesseth:

That whereas the said Hamburg American Packet Company have been accepted, in accordance with the provisions of the 4th section of the act of Congress approved June 14, 1858, and of the 9th section of the act of Congress approved March 3, 1865, entitled "An act relating to the postal laws," as contractors to convey a weekly mail, by steam-

ships of approved speed, from the port of New York to the ports of Plymouth, England, and Hamburg, Germany, respectively, for the amount of sea-postages on the mails conveyed as full compensation for the service; that is to say, six cents per ounce on letters conveyed in the mails to Plymouth, for the United Kingdom; six cents per thirty grams on letters to Plymouth, England, for countries beyond; and five cents per thirty grams on letters conveyed in the mails to Hamburg, Germany; six cents per pound on newspapers, book-packets, and patterns or samples of merchandise conveyed in the mails to Plymouth, for the United Kingdom; and ten cents per kilogram on newspapers, book-packets, and patterns or samples of merchandise conveyed in the mails to Plymouth, England, for countries beyond, and to Hamburg, Germany, the service to be for a contract term commencing on the 1st day of March, 1872, and ending on the 31st day of December, 1873:

Now, therefore, the said Hamburg American Packet Company, contractors, and Henry R. Kunhardt and George C. Voss as sureties, do jointly and severally undertake, covenant, and agree with the United States, and do bind themselves to transport a weekly mail from the port of New York to the ports of Plymouth, England, and Hamburg, Germany, by a line of first-class sea-going steamships, of sufficient number to perform fifty-two outward trips per annum from the port of New York to the ports of Plymouth and Hamburg, respectively, for the contract term hereinbefore stated, commencing on the 1st of March, 1872, and ending on the 31st of December, 1873. And the said contractors do further covenant and agree with the United States, and do bind themselves that the steamships employed shall in all respects be adapted to the service, and shall be kept up, by alterations, repairs, and additions, as the exigency may require; and if not so kept up and maintained, they may be rejected by the Postmaster-General of the United States as not meeting the requirements of the service, and other satisfactory steamships required in their place. And the said contractors do further covenant and agree to transport, free of expense, a mail-agent of the United States, to take charge of and arrange the mail-matter, should the Postmaster-General deem it expedient to appoint and employ agents on board the steamers, and to assign to such agents suitable accommodations for that purpose. And it is further covenanted and agreed by the said contractors, and they do bind themselves—

First, to convey the mails from New York on Thursdays of each week, and so convey until the day of sailing is altered, with the approval of the Postmaster-General of the United States, and then to carry according to such altered schedule.

Second, to transport the mails in a safe and secure manner, free from wet or other injury, in a separate apartment in each steamship, to be fitted up for the exclusive accommodation of the mail.

Third, to take the mail, and every part of it, from the post-office of New York, and to deliver it, and every part of it, into the post-offices of Plymouth and Hamburg, respectively, or to such officers of the British and German post-offices as shall be authorized to receive the same, at the ports of Plymouth and Hamburg, respectively.

They also undertake, covenant, and agree with the United States, and do bind themselves, to be answerable for the proper care and transportation of the mails, and accountable to the United States for any damages which may be sustained by the United States through the unfaithfulness or want of care of their officers, agents, or employes; and they do further covenant and agree that they will not transmit, by themselves or their agents, or be concerned in transmitting, commercial intelligence

more rapidly than by mail, and that they will not carry, or suffer to be carried, letters or newspapers out of the mails, and that they will not knowingly convey any person carrying on the business of transporting letters or other mail-matter, without the special consent of the Post-Office Department of the United States; and further, that they will convey, without additional charge, post-office blanks, mail-bags, and the occasional special agent on the business of the Post-Office Department exclusively, on the exhibition of his credentials; for which services, when performed, the Hamburg American Packet Company are to be paid by the United States the amount of sea-postages, as hereinbefore specified, in the currency of the United States, in quarterly payments, on receipt at the Post-Office Department of satisfactory evidence of the performance of the outward trips embraced in said payments, subject, however, to deductions, fines, and penalties imposed by the Postmaster General for failures and irregularities, as hereinafter stipulated. And it is hereby stipulated and agreed that suitable fines and penalties may be imposed, in the discretion of the Postmaster-General, for failures to perform any outward trip stipulated for in this contract; for delays and irregularities in the performance of the service; for failure to take or deliver the mail, or any part of it; for suffering it to be wet, injured, lost, or destroyed; for carrying it in a place or manner that exposes it to depredation, loss, or injury, by being wet or otherwise, and for setting up and running an express to transmit letters or commercial intelligence in advance of the mails; or for conveying knowingly, or after having been informed, any one engaged in transporting letters or mail-matter in violation of the laws of the United States. And it is hereby further stipulated and agreed that the Postmaster-General shall have the power to determine this contract at any time in case of its being underlet or assigned to any other party, and that he may annul the contract for repeated failures, for violating the post-office laws of the United States, for disobeying the instructions of the Department, or for transporting persons conveying mail-matter out of the mails as aforesaid; and that this contract shall in all its parts be subject to the act of Congress approved the 21st of April, 1808, entitled "An act concerning public contracts," so far as the provisions thereof shall apply thereto. It is hereby further mutually understood that this contract being for a Thursday mail only, the right is reserved by the Post-Office Department to dispatch mails from New York to the same or other transatlantic ports, by steamers of other lines, on any other day of the week.

In witness whereof the said Postmaster-General has caused the seal of the Post-Office Department to be affixed hereto, and attested the same by his signature; and the said Hamburg American Packet Company, by Kunhardt & Co., agents, and their sureties, have hereto set their hands and seals the day and year first hereinbefore written.

JNO. A. J. CRESWELL, [SEAL.]  
Postmaster-General.

Signed, sealed, and delivered by the Postmaster-General in presence of—

JOSEPH H. BLACKFAN.

HAMBURG AMERICAN PACKET COMPANY,  
By KUNHARDT & CO., Agents, [SEAL.]

HENRY R. KUNHARDT,  
GEO. C. VOSS,  
Sureties.

Signed, sealed, and delivered by the Hamburg American Packet

Company. by Kunhardt & Co., agents, and by Henry R. Kunhardt and Geo. C. Voss.

POST-OFFICE, *New York, March 15, 1872.*

The undersigned, postmaster at New York, State of New York, certifies, under his oath of office, that he is acquainted with the above guarantors, and knows them to be men of property, and able to make good their guarantee.

P. H. JONES,  
*Postmaster.*

This article of contract, made the tenth day of October, in the year of our Lord one thousand eight hundred and seventy-two, between the United States of America (acting in this behalf by the Postmaster-General) and the Oceanic Steam Navigation Company, with Joseph Hyde Sparks and Harry Conrad as sureties, witnesseth:

That whereas the said Oceanic Steam Navigation Company have been accepted, in accordance with the conditions and terms prescribed by sections 256 and 269 of the act of Congress approved June 8, 1872, as contractors to convey the mails for the United Kingdom of Great Britain and Ireland, on Saturday of each week, from the port of New York to the port of Liverpool, (England,) calling at Queenstown, (Ireland,) by the steamships Oceanic, Atlantic, Baltic, Republic, Adriatic, and Celtic, commonly known as the "White Star Line," for and during a contract term of fifteen months, commencing on the 1st day of October, 1872, and ending on the 31st day of December, 1873:

Now, therefore, the said Oceanic Steam Navigation Company, contractors, and Joseph Hyde Sparks and Harry Conrad, as sureties, do jointly and severally undertake, covenant, and agree with the United States, and do bind themselves to transport the mails for the United Kingdom of Great Britain and Ireland, regularly every Saturday, from the port of New York to the port of Liverpool, calling at Queenstown, by the above-named or other regular steamships of the White Star Line, for and during the aforesaid term of fifteen months, commencing on the 1st of October, 1872. And the said contractors do further covenant and agree with the United States, and do bind themselves, that the said steamships, during the period they may be employed in conveying the mails, shall be kept up, by alterations, repairs, and additions, as the exigency may require, fully equal to the best state of steamship improvement attained, and if not so kept up and maintained, they may be rejected by the Postmaster-General, as not meeting the requirements of the contract service. And the said contractors do further covenant and agree to transport, free of expense, a mail-agent of the United States to take charge of and arrange the mail-matter, should the Postmaster-General deem it expedient to appoint and employ agents on board said steamers, and to assign to such agents suitable accommodations for that purpose. And it is further covenanted and agreed by the said contractors, and they do bind themselves—

First, to convey the said mails from New York on Saturday of each week, at such hour of sailing as shall be previously designated with the approval of the Postmaster-General.

Second, to transport the mails in a safe and secure manner, free from wet or other injury, in a separate apartment in each steamship, to be fitted up for the exclusive accommodation of the mail.

Third, to take the mail and every part of it from the post-office of New York and deliver it and every part of it into the post office of Queenstown or Liverpool, or to such offices of the British post-office as shall be authorized to receive the same at either of those ports.

They also undertake, covenant, and agree with the United States, and do bind themselves to be answerable for the proper care and transportation of the mails, and accountable to the United States for any damages which may be sustained by the United States through the unfaithfulness or want of care of their officers, agents, or employes; and they do further covenant and agree that they will not transmit, by themselves or their agents, or be concerned in transmitting, commercial intelligence more rapidly than by mail, and that they will not carry, or suffer to be carried, letters or newspapers out of the mails, and that they will not knowingly convey any person carrying on the business of transporting letters or other mail-matter without the special consent of the Post-Office Department of the United States; and further, that they will convey, without additional charge, post-office blanks, mail-bags, and the occasional special agent on the business of the Post-Office Department exclusively, on the exhibition of his credentials. For which services, when performed, the Oceanic Steam Navigation Company are to be paid by the United States, as full compensation therefor, the amount of the sea-postages on the mails conveyed, (viz, six cents per ounce net weight on letter-mails, and six cents per pound on other mail-matter for the United Kingdom,) in the currency of the United States, in quarterly payments, on receipt at the Post-Office Department of satisfactory evidence of the performance of the outward passages embraced in said payments, subject, however, to such forfeitures, deductions, fines, and penalties as may be imposed by the Postmaster-General for failures or other irregularities, as hereinafter stipulated.

And it is hereby stipulated and agreed that the said Oceanic Steam Navigation Company shall forfeit and pay the sum of five thousand dollars (\$5,000) for each and every failure to dispatch the mails on Saturdays by a regular mail-steamer, according to contract, which sum shall be held to be liquidated damages, and may at the option of the Postmaster-General be deducted from any compensation due from the Post-Office Department to said company for the transportation of the mails. And it is further stipulated and agreed that suitable fines and penalties may be imposed, in the discretion of the Postmaster-General, for delays and irregularities in the performance of the service, for failures to take or deliver the mail or any part of it; for suffering it to be wet, injured, lost, or destroyed; for carrying it in a place or manner that exposes it to depredation, loss, or injury, by being wet or otherwise; and for setting up and running an express to transmit letters or commercial intelligence in advance of the mails; or for conveying knowingly, or after being informed, any one engaged in transporting letters or mail-matter in violation of the laws of the United States. And it is hereby further understood and agreed that this contract being for a Saturday's mail only, for the United Kingdom, the right is reserved by the Post-Office Department to dispatch mails from New York to the same or other transatlantic ports by steamers of any other lines on any other day of the week; and the further right is reserved to dispatch all letters and other mail-matter received at the New York post-office on Saturday, after closing the mail for the steamers of said Oceanic Steam Navigation Company, by the steamers of any other line sailing later on the same day. And it is hereby further stipulated and agreed that the Postmaster-General may annul this contract at any time, on

account of any failure or other irregularity in the prompt performance of the mail-service according to contract; for under-letting or assigning it to any other party; for violating the post-office laws of the United States; for disobeying the instructions of the Post-Office Department; or for transporting persons conveying mail-matter out of the mails as aforesaid; and that this contract may be terminated by Congress, and shall in all its parts be subject to the act of Congress approved April 21, 1808, entitled "An act concerning public contracts," so far as the provisions thereof shall apply thereto.

In witness whereof the said Postmaster-General has caused the seal of the Post-Office Department to be affixed hereto, and attested the same by his signature; and the said Oceanic Steam-Navigation Company, by Jos. Hyde Sparks, agent, and their sureties, have hereto set their hands and seals the day and year first hereinbefore written.

JNO. A. J. CRESWELL, [SEAL.]  
Postmaster-General.

Signed, sealed, and delivered by the Postmaster-General in presence of—

JOSEPH H. BLACKFAN.

OCEANIC STEAM NAVIGATION COMPANY,  
Per JOS. HYDE SPARKS, *Agent*. [SEAL.]  
JOS. HYDE SPARKS. [SEAL.]  
HARRY CONRAD. [SEAL.]

As to all but the Postmaster-General.  
W. V. MCDANIEL.

POST-OFFICE, *New York*, October 10, 1872.

The undersigned, postmaster of New York, State of New York, certifies, under his oath of office, that he is acquainted with the guarantors in the foregoing contract, and knows them to be men of property and able to make good their guarantee.

P. H. JONES,  
*Deputy Postmaster at New York.*

This article of contract, made the eighteenth day of October, in the year of our Lord one thousand eight hundred and seventy-two, between the United States of America, (acting in this behalf by the Postmaster-General) and the North German Lloyd of Bremen, with Hermann C. von Post and Gustav Schwab, as sureties, witnesseth:

That whereas the said North German Lloyd of Bremen have been accepted in accordance with the conditions and terms prescribed by sections 256 and 269 of the act of Congress approved June 8, 1872, as contractors to convey the closed mails for the continent of Europe on Saturday of each week, from the port of New York to the port of Southampton, England, by the steamships Rhein, Main, Donan, Weser, Deutschland, Mosel, Neckar, and Oder, of said company, for and during a contract term of fifteen months, commencing on the first day of October, 1872, and ending on the thirty-first day of December, 1873:

Now, therefore, the said North German Lloyd of Bremen, contractors, and Hermann C. von Post and Gustav Schwab, assurers, do jointly and severally undertake, covenant, and agree with the United States, and do bind themselves, to transport the said closed mails for the continent of



Europe regularly every Saturday, from the port of New York to the port of Southampton, by the above-named or other regular steamships of said company, for and during the aforesaid term of fifteen months, commencing on the first of October, 1872. And the said contractors do further covenant and agree with the United States, and do bind themselves, that the said steamships, during the period they may be employed in conveying the closed mails, shall be kept up by alterations, repairs, and additions, as the exigency may require, fully equal to the best state of steamship improvement attained, and, if not so kept up and maintained, they may be rejected by the Postmaster-General, as not meeting the requirements of the contract-service. And the said contractors do further covenant and agree to transport, free of expense, a mail-agent of the United States, to take charge of and arrange the mail-matter, should the Postmaster-General deem it expedient to appoint and employ agents on board said steamers, and to assign to such agents suitable accommodations for that purpose. And it is further covenanted and agreed by said contractors, and they do bind themselves—

First, to convey the said closed mails from New York on Saturday of each week, at such hours of sailing as shall be previously designated, with the approval of the Postmaster-General.

Second, to transport the mails in a safe and secure manner, free from wet or other injury, in a separate apartment in each steamship, to be fitted up for the exclusive accommodation of the mail.

Third, to take the mail and every part of it from the post-office of New York, and deliver it and every part of it into the post-office of Southampton, or to such officers of the British post-office as shall be authorized to receive the same at that port.

They also undertake, covenant, and agree with the United States, and do bind themselves, to be answerable for the proper care and transportation of the mails, and accountable to the United States for any damages which may be sustained by the United States through the unfaithfulness or want of care of their officers, agents, or employés; and they do further covenant and agree that they will not transmit, by themselves or their agents, or be concerned in transmitting, commercial intelligence more rapidly than by mail, and that they will not carry, or suffer to be carried, letters or newspapers out of the mails, and that they will not knowingly convey any person, carrying on the business of transporting letters or other mail-matter, without the special consent of the Post-Office Department of the United States. And further, that they will convey, without additional charge, post-office blanks, mail-bags, and the occasional special agent on the business of the Post-Office Department exclusively, on the exhibition of his credentials. For which services, when performed, the North German Lloyd of Bremen are to be paid by the United States, as full compensation therefor, the amount of the sea-postages on the closed mails conveyed, viz, six cents per thirty grams, net weight, on letters, and ten cents per kilogram net weight, on other mail-matter for Belgium, the Netherlands, Switzerland, and Italy, via England, and three cents per thirty grams net weight on letters, and ten cents per kilogram, net weight, on other mail-matter for Germany, via England, in the currency of the United States, in quarterly payments, on receipt at the Post-Office Department of satisfactory evidence of the performance of the outward passages embraced in said payments, subject, however, to such forfeitures, deductions, fines, and penalties as may be imposed by the Postmaster-General for failures or other irregularities, as hereinafter stipulated.

And it is hereby stipulated and agreed that the said North German

Lloyd of Bremen shall forfeit and pay the sum of five hundred dollars (\$500) for each and every failure to dispatch the mails on Saturdays, by a regular mail-steamer, according to contract, which sum shall be held to be liquidated damages, and may, at the option of the Postmaster-General, be deducted from any compensation due from the Post-Office Department to said company for the transportation of the mails. And it is further stipulated and agreed that suitable fines and penalties may be imposed, in the discretion of the Postmaster-General, for delays and irregularities in the performance of the service, for failures to take or deliver the mail or any part of it; for suffering it to be wet, injured, lost, or destroyed; for carrying it in a place or manner that exposes it to depredation, loss, or injury, by being wet or otherwise; and for setting up and running an express to transmit letters or commercial intelligence in advance of the mails; or for conveying knowingly, or, after being informed, any one engaged in transporting letters or mail-matter in violation of the laws of the United States. And it is hereby further understood and agreed that, this contract being for a Saturday's closed mail only, for the continent of Europe, via Southampton, (England,) the right is reserved by the Post-Office Department to dispatch mails from New York to the same or other transatlantic ports by steamers of other lines on any other day of the week. And the further right is reserved to withdraw the closed mails in question from the steamers of said company, and dispatch them by steamers of other lines, via Queenstown, (Ireland,) whenever the Postmaster-General shall be satisfied that greater expedition will be secured in their transmission to destination by such change of route. And it is hereby further stipulated and agreed that the Postmaster-General may annul this contract at any time, on account of any failure or other irregularity in the prompt performance of the mail-service, according to contract; for underletting or assigning it to any other party; for violating the post-office laws of the United States; for disobeying the instructions of the Post-Office Department; or for transporting persons conveying mail-matter out of the mails as aforesaid; and that this contract may be terminated by Congress, and shall in all its parts be subject to the act of Congress approved April 21, 1808, entitled "An act concerning public contracts," so far as the provisions thereof shall apply thereto.

In witness whereof, the said Postmaster-General has caused the seal of the Post-Office Department to be affixed hereto, and attested the same by his signature; and the said North German Lloyd of Bremen, by Oelrichs & Co., agents, and their sureties, have hereto set their hands and seals the day and year first hereinbefore written.

JNO. A. J. CRESWELL, [L. s.]

*Postmaster-General.*

Signed, sealed, and delivered by the Postmaster-General in presence of—

JOSEPH H. BLACKFAN.

NORTH GERMAN LLOYD OF BREMEN,  
By OELRICHS & CO., Agents. [L. s.]  
H. E. VON POST. [L. s.]  
GUSTAV SCHWAB. [L. s.]

Signed, sealed, and delivered by Oelrichs & Co., agents, Hermann C. von Post, and Gustav Schwab, in presence of—

C. G. ESCHEN.

POST-OFFICE, *New York, October 19, 1872.*

The undersigned, postmaster of New York, State of New York, certifies,

under his oath of office, that he is acquainted with the guarantors in the foregoing contract, and knows them to be men of property, and able to make good their guarantee.

P. H. JONES,  
*Deputy Postmaster at New York.*

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This article of contract, made the 29th day of August, in the year of our Lord one thousand eight hundred and seventy-two, between the United States of America (acting in this behalf by their Postmaster-General) and the Pacific Mail-Steamship Company, with Alden B. Stockwell and Henry Clews, of New York City, as sureties, witnesseth:

That whereas the said Pacific Mail-Steamship Company have been accepted, in accordance with the stipulations and provisions of sections 3 and 6 of the act of Congress approved June 1, 1872, entitled "An act making appropriations for the service of the Post-Office Department for the year ending June thirty, eighteen hundred and seventy-three," and in conformity with the advertisement inviting proposals for said service, issued by the Postmaster-General of the United States on the 5th of June, 1872, as contractors for the conveyance of an additional monthly mail on the mail-steamship route between the port of San Francisco and the port of Hong-Kong, China, via Yokohama, Japan, with a regular branch line running in connection with the main line between Yokohama and Shanghai, China, at the sum of five hundred thousand dollars for the performance of twelve round trips per annum for a term of ten years from and after the first day of October, eighteen hundred and seventy-three, and upon the same conditions and limitations as prescribed by existing acts of Congress in reference thereto and the respective contracts made in pursuance thereof.

Now, therefore, the said Pacific Mail-Steamship Company, contractors, and Alden B. Stockwell and Henry Clews, as sureties, do jointly and severally undertake, covenant, and agree with the United States, and do bind themselves, to transport the mails of the United States between the ports of San Francisco and Hong-Kong, in China, touching at Yokohama, Japan, both on the outward and inward passages, to land and receive mails, with a regular connecting branch line of steamers between Yokohama and Shanghai, China, twelve round trips per annum, by an additional monthly line of first-class American steamships, to conform in all respects to the requirements and provisions of the third section of the act of Congress above cited, approved June 1, 1872, and the advertisement of the Postmaster-General, issued in accordance therewith, dated June 5, 1872, and of sufficient number to perform the required additional monthly service for and during the term of ten years, commencing on the first of October, eighteen hundred and seventy-three. And the said contractors do further covenant and agree with the United States, and do bind themselves, that the steamships hereafter offered for the service shall be of not less than four thousand tons register each, and shall be built of iron, and, with their engines and machinery, shall be wholly of American construction, of the best materials and after approved models, and shall be so constructed as to be readily adapted to the armed naval service of the United States in case of war; and, before acceptance, the officers by whom they are inspected shall report to the Secretary of the Navy and the Postmaster-General whether this condition has been complied with; and, further,

that, the said steamships, after acceptance by the Postmaster-General, and during the period they may be employed in conveying the mails, shall be kept up by alterations, repairs, and additions, as the exigency may require, fully equal to the best state of steamship improvement attained, and, if not so kept up and maintained, they may be rejected by the Postmaster-General of the United States as not meeting the requirements of the act of Congress authorizing the additional monthly service, and other satisfactory steamships required in their place. And the said contractors do further covenant and agree, and do bind themselves, to carry the United States mails during the existence of their contracts, without additional charge, on all the steamers they may run upon said line or any part of it, or any branch or extension thereof; and they do further covenant and agree to transport, free of expense, on each and every steamer, a mail-agent of the United States, to take charge of and arrange the mail-matter, and to assign to such agent a separate state-room on the upper or main deck, with suitable accommodations for that purpose; and it is further covenanted and agreed by the said contractors, and they do bind themselves—

First, to dispatch an additional steamship from San Francisco on the sixteenth day of each month, and from Hong-Kong on the twenty-seventh of each month, or upon such other days as may be hereafter selected, with the approval of the Postmaster-General, the departures to be always so arranged as to alternate at equal and regular intervals with those of the present monthly line during its continuance, and to form in connection therewith a regular semi-monthly mail-service between San Francisco and Hong-Kong, via Yokohama.

Second, that the time occupied in making each passage between San Francisco and Hong-Kong shall not exceed thirty-two days in summer and thirty-five days in winter, including detention at Yokohama, which is not to exceed two days on the outward and three days on the inward voyage; and the time occupied in making each passage on the branch line between Yokohama and Shanghai shall not exceed eight days, including detention at Hiogo and Nagasaki, which is not to exceed twenty-four hours at each port; and, further, to perform the service in conformity with such schedule of days and hours of departures and arrivals as shall be approved by the Postmaster-General of the United States.

Third, to transport the mails in a safe and secure manner, free from wet or other injury, in a separate apartment in each steamship, to be fitted up for the exclusive accommodation of the mail.

Fourth, to take the mail and every part of it from, and deliver it and every part of it into, the post-offices at San Francisco and Hong-Kong, and the offices of the United States postal agents at Shanghai, (China,) Yokohama, (Japan,) and other Japanese ports of call.

They also undertake, covenant, and agree with the United States, and do bind themselves, to be answerable for the proper care and transportation of the mails, and accountable to the United States for any damages which may be sustained by the United States through the unfaithfulness or want of care of their officers, agents, and employés; and they do further covenant and agree that they will not transmit by themselves or their agents, or be concerned in transmitting, commercial intelligence more rapidly than by mail, and that they will not carry, or suffer to be carried, letters or newspapers out of the mail, and they will not knowingly convey any person carrying on the business of transporting letters or other mail-matter, without the special consent of the Post-Office Department of the United States; and, further, that they will convey, without additional charge, post-office blanks, mail-bags, and

the occasional special agent on business of the Post-Office Department exclusively, on the exhibition of his credentials.

For which services, when performed, the said Pacific Mail-Steamship Company are to be paid by the United States the sum of five hundred thousand dollars per annum, (being at the rate of forty-one thousand six hundred and sixty-six dollars for each round voyage,) in the currency of the United States, in quarterly payments, on the receipt at the Post-Office Department of satisfactory evidence of the performance of the round voyages embraced in said payments, provided that the moneys payable under this contract shall be paid while the said Pacific Mail-Steamship Company, or its successors in interest, shall maintain and run the line of steamships for the transportation of freight and passengers at present run between New York and San Francisco, via the Isthmus of Panama, by the said Pacific Mail-Steamship Company, and no longer; said payments, however, to be subject to deductions, fines, and penalties imposed by the Postmaster-General for failures and irregularities as hereinafter stipulated. It is hereby also stipulated and agreed by the said contractors and their sureties, that, in case of failure from any cause to perform any of the regular monthly voyages stipulated for in this contract, a *pro-rata* reduction shall be made from the compensation on account of such omitted voyage or voyages. And it is further stipulated and agreed that suitable fines and penalties shall be imposed, in the discretion of the Postmaster-General, for delays and irregularities in the performance of the service. If delays occur in the arrivals of the steamers according to schedule, the company will be fined in a sum not exceeding two thousand dollars for every forty-eight hours; and should delays occur in their departure, a fine will be imposed, not exceeding one thousand dollars for every twenty-four hours, except in cases of unforeseen and uncontrollable events; and suitable fines shall also be imposed, unless the delinquency shall be satisfactorily explained to the Postmaster-General in due time, for failure to take or deliver the mail or any part of it; for suffering it to be wet, injured, lost, or destroyed; for carrying it in a place or manner that exposes it to depredation, loss, or injury by being wet or otherwise; and for setting up or running an express to transmit letters or commercial intelligence in advance of the mails; or for transmitting knowingly, or after being informed, any one engaged in transporting letters or mail-matter in violation of the laws of the United States. And it is hereby further stipulated and agreed that the Postmaster-General shall have the power to determine this contract at any time, in case of its being underlet or assigned to any other party, and that he may annul the contract for repeated failures, for violating the post-office laws of the United States, for disobeying the instructions of the Department, or for transporting persons conveying mail-matter out of the mails as aforesaid; and that this contract shall, in all its parts, be subject to, and in all respects governed by, the requirements and provisions of the third and sixth sections of the act of Congress approved June 1, 1872, entitled "An act making appropriations for the service of the Post-Office Department for the year ending June thirty, eighteen hundred and seventy-three," and also of the act of Congress approved the 21st of April, 1808, entitled "An act concerning public contracts," so far as the provisions of the act last cited shall apply thereto; and it is hereby further stipulated and agreed that this contract may at any time be terminated by Congress.

In witness whereof the said Postmaster-General has caused the seal of the Post-Office Department to be affixed hereto, and has attested the same by his signature; and the said the Pacific Mail-Steamship Com-

pany, by Alden B. Stockwell, president, and their sureties, have hereto set their hands and seals the day and year first hereinbefore written.

JNO. A. J. CRESSWELL. [SEAL.]

*Postmaster-General.*

Signed, sealed, and delivered by the Postmaster-General in presence of—

JOSEPH H. BLACKFAN.

PACIFIC MAIL-STEAMSHIP COMPANY,  
By A. B. STOCKWELL, *President.* [SEAL.]  
A. B. STOCKWELL. [SEAL.]

Witness:

ALFRED R. REEVES.

HENRY CLEWS, [SEAL.]

Attest:

THEODORE T. JOHNSON, *Secretary.*

Signed, sealed, and delivered by the Pacific Mail-Steamship Company, by Alden B. Stockwell, president, and signed by Alden B. Stockwell and Henry Clews, in presence of—

F. W. G. BELLOWES.

POST-OFFICE, *New York, August 29, 1872.*

The undersigned, postmaster at New York, State of New York, certifies, under his oath of office, that he is acquainted with the above guarantors, and knows them to be men of property, and able to make good their guarantee.

P. H. JONES, *Postmaster.*

This article of contract, made the first day of June, in the year of our Lord one thousand eight hundred and seventy-two, between the United States of America (acting in this behalf by their Postmaster-General) and the Pacific Mail-Steamship Company, with Alden B. Stockwell and Frederick Billings, esquires, as sureties, witnesseth:

That whereas the said Pacific Mail-Steamship Company were heretofore accepted in accordance with the stipulation and provisions of the act of Congress approved February 17, 1865, entitled "An act to authorize the establishment of ocean mail-steamship service between the United States and China," and, in conformity with the advertisement inviting proposals for said service, issued by the Postmaster-General of the United States on the 20th of March, 1865, as contractors to carry the mails of the United States between San Francisco, California, and Hong-Kong, in the Chinese Empire, the steamships to touch on each voyage, outward and homeward, at the ports of Honolulu, in the Sandwich Islands, and Kanagawa, in Japan, at the sum of five hundred thousand dollars for the performance of twelve round-trips per annum, for a contract term of ten years, to begin on or before the first day of January, eighteen hundred and sixty-seven, and on the day the first steamship of the line shall depart from the port of San Francisco with the mails for China:

And whereas the said Pacific Mail-Steamship Company, on the 16th day of October, 1866, entered into articles of contract with the United States of America, acting in that behalf by their Postmaster-General, for the conveyance of the said mails, in conformity with the provisions and stipulations of the said act of Congress, with Howard Potter and Francis Skiddy, esquires, as its sureties in the said contract.

And whereas subsequently and on the 20th March, 1867, in pursuance

of the second section of the act of Congress entitled "An act making appropriations for the service of the Post-Office Department during the fiscal year ending June thirtieth, eighteen hundred and sixty-eight, and for other purposes," approved February 18, 1867, the said company entered into a further contract with the said United States, acting in that behalf by their Postmaster-General, for the release of said company from the provisions of said contract of October 16, 1866, so far as the same required the steamships of the said company to touch at the Sandwich Islands, and agreeing, in lieu of said service released, to establish without additional charge a branch line of first-class steamships, making monthly trips between Japan and Shanghai, China, with stipulations as to the time when the service should commence, all as by the said last-named contract will more fully appear, in which contract the said Potter and Skiddy also joined as sureties for the said steamship company :

And whereas the said Pacific Mail Steamship Company have desired to procure the discharge and release of the said Potter and Skiddy as the sureties for the company under said contracts, and have offered to substitute therefor Alden B. Stockwell, of the city of New York, and Frederick Billings, of Vermont, esquires, as sureties in their stead ;

And whereas the United States, acting by their Postmaster-General in this behalf, have consented and agreed with the said company to accept and receive the said Alden B. Stockwell and Frederick Billings as sureties for the further performance and service to be rendered by the said steamship company under said contracts, in lieu of said Potter and Skiddy as sureties therefor and thereunder, and to that end to accept and receive a new contract upon the part of said steamship company, with the said Alden B. Stockwell and Frederick Billings as sureties, for the further performance of the service provided for by said first-named contracts respectively, and with the like stipulations and conditions :

Now, therefore, these presents witnesseth that the said Pacific Mail-Steamship Company, contractors, and the said Alden B. Stockwell and Frederick Billings as sureties, do jointly and severally undertake, covenant, and agree to and with the United States, and do bind themselves, to transport the mails of the United States between the ports of San Francisco and Hong-Kong, in China, twelve round trips per annum, by a monthly line of first-class American sea-going side-wheel steamships, of from thirty-five hundred to four thousand tons burden, each Government measurement, and of sufficient number, not less than four, to perform the required monthly service, with a branch line of first-class American sea-going steamships, carrying the United States mail without additional charge, between Yokohama (Kanagawa) or other port in Japan used by the main line of steamships plying between San Francisco and Hong-Kong and the port of Shanghai, in China, making continuous regular monthly trips between said ports in connection with the main line, both on the outward and homeward voyages, according to the terms and conditions of the aforesaid act approved February 18, 1867, for and during all the rest, residue, and remainder from the date of these articles of the term of ten years from the 1st day of January, 1867, or from the day the first steamship of the line departed with the mails from San Francisco for the Sandwich Islands, Japan, and China, under the hereinafore-mentioned first articles of contract.

And the said contractors do further covenant and agree with the United States, and do bind themselves, that the steamships offered for the service shall be constructed of the best materials and after approved models, with all the modern improvements adapted to sea-going steamships of the first class, and shall, before acceptance by the Postmaster-

General, be subject to inspection and survey by an experienced naval constructor, to be detailed for that purpose by the Secretary of the Navy, whose report shall be made to the Postmaster-General; and, further, that the said steamships, after acceptance by the Postmaster-General, and during the period they may be employed in conveying the mails, shall be kept up, by alterations, repairs, and additions, as the exigency may require, fully equal to the best state of steamship improvement attained; and, if not so kept up and maintained, they may be rejected by the Postmaster-General of the United States, as not meeting the requirements of the act of Congress authorizing the establishment of the service, and other satisfactory steamships required in their place.

And the said contractors do further covenant and agree to transport, free of expense, on each and every steamer, a mail-agent of the United States, to take charge of and arrange the mail-matter, and to assign to such agent a separate state-room on the upper or main deck, with suitable accommodations for that purpose.

And it is further covenanted and agreed by the said contractors, and they do bind themselves—

First, to dispatch a steamship from the port of San Francisco on the first day of each month, and from Hong-Kong on the fifteenth day of each month, at such hours as shall have been heretofore fixed therefor, or upon such other days as may be hereafter selected, with the approval of the Postmaster-General, in order to make connections with the steamships from New York and the English lines from China to Southampton and Marseilles; and also that said steamships shall make an average run of not less than two hundred nautical miles a day while at sea; and further to arrange and adopt a schedule, with the approval of the Postmaster-General, fixing the days and hours of arrival at and departure from the respective terminal and intermediate ports.

Second, to transport the mails in a safe and secure manner, free from wet or other injury, in a separate apartment in each steamship, to be fitted up for the exclusive accommodation of the mail.

Third, to take the mail and every part of it from, and deliver it and every part of it into, the post-offices at San Francisco, Kanagawa, and Hong-Kong, and the other ports hereinbefore contracted for respectively. They also undertake, covenant, and agree with the United States, and do bind themselves, to be answerable for the proper care and transportation of the mails, and accountable to the United States for any damages which may be sustained by the United States through the unfaithfulness or want of care of their officers, agents, and employes; and they do further covenant and agree that they will not transmit, by themselves or their agents, or be concerned in transmitting, commercial intelligence more rapidly than by mail, and that they will not carry or suffer to be carried letters or newspapers out of the mail, and they will not knowingly convey any person carrying on the business of transporting letters or other mail-matter, without the special consent of the Post-Office Department of the United States. And, further, that they will convey, without additional charge, post-office blanks, mail-bags, and the occasional special agent on business of the Post-Office Department exclusively, on the exhibition of his credentials. For which services, when performed, the said Pacific Mail-Steamship Company are to be paid by the United States the sum of five hundred thousand dollars per annum, in the currency of the United States, in quarterly payments, on the receipt at the Post-Office Department of satisfactory evidence of the performance of the round trips embraced in said payments, subject, however, to deductions, fines, and penalties imposed by the Postmaster-



General for failures and irregularities, as hereinafter stipulated. It is hereby also stipulated and agreed by the said contractors and their sureties that, in case of failure from any cause to perform any of the regular monthly voyages stipulated for in this contract, a *pro-rata* deduction shall be made from the compensation on account of such omitted voyage or voyages.

And it is further stipulated and agreed that suitable fines and penalties shall be imposed, in the discretion of the Postmaster General, for delays and irregularities in the performance of the service after the adoption of a schedule of the days and hours of arrival and departure of the steamships; if delays occur in the arrivals of the steamers, the company will be fined in a sum not exceeding two thousand dollars for every forty-eight hours; and should delays occur in their departure, a fine will be imposed not exceeding one thousand dollars for every twenty-four hours, except in cases of unforeseen and uncontrollable events; and suitable fines shall also be imposed, unless the delinquency shall be satisfactorily explained to the Postmaster-General in due time, for failing to take or deliver the mail, or any part of it; for suffering it to be wet, injured, lost, or destroyed; for carrying it in a place or manner that exposes it to depredation, loss, or injury by being wet or otherwise; and for setting up or running an express to transmit letters or commercial intelligence in advance of the mails, or for transmitting knowingly, or after being informed, any one engaged in transporting letters or mail-matter in violation of the laws of the United States.

And it is hereby further stipulated and agreed that the Postmaster-General shall have the power to determine this contract at any time in case of its being underlet or assigned to any other party; and that he may annul the contract for repeated failures, for violating the post-office laws of the United States, for disobeying the instructions of the Department, or for transporting persons conveying mail-matter out of the mails as aforesaid; and that this contract shall, in all its parts, be subject to and in all respects governed by the requirements and provisions of the act of Congress approved February 17, 1865, entitled "An act to authorize the establishment of ocean mail-steamship service between the United States and China," and also the act of Congress approved the 21st of April, 1808, entitled "An act concerning public contracts," so far as the provisions of the act last cited shall apply thereto.

In witness whereof the said Postmaster-General has caused the seal of the Post-Office Department to be affixed hereto, and has attested the same by his signature; and the said the Pacific Mail-Steamship Company, by Alden B. Stockwell, president, and their sureties, have hereto set their hands and seals the day and year first hereinbefore written.

JNO. A. J. CRESWELL, [L. S.]

*Postmaster-General.*

Signed, sealed, and delivered by the Postmaster-General in presence of—

JOSEPH H. BLACKFAN.

PACIFIC MAIL STEAMSHIP COMPANY,

A. B. STOCKWELL, *President.* [SEAL.]

Attest:

THEO. T. JOHNSON.

A. B. STOCKWELL.

FREDERICK BILLINGS. [SEAL.]

Sealed and delivered in presence of—

CHARLES LYMAN.

POST-OFFICE, *New York, September 25, 1872.*

The undersigned, postmaster at New York, State of New York, certifies, under his oath of office, that he is acquainted with the above guarantors, and knows them to be men of property and able to make good their guarantee.

P. H. JONES,  
*Postmaster.*

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CONVENTION FOR THE REGULATION OF THE POSTAL INTERCOURSE  
BETWEEN THE UNITED STATES OF AMERICA AND THE KINGDOM OF  
DENMARK.

The Post Department of the United States of America and the Danish Post Department have agreed upon employing the steamers in regular service between their territories, as well as the steamers engaged between Hamburg and Bremen on the one side, and American ports on the other, in order to establish an immediate exchange of mails; and have, for that purpose, consented to the following articles:

ARTICLE 1.

There shall be an immediate exchange of correspondence between the United States of America and Denmark, by means of the said steamers, and this correspondence shall embrace letters, newspapers, book-packets, prints of all kinds, (comprising maps, plans, engravings, drawings, photographs, lithographs, and all other like productions of mechanical processes, sheets of music, &c.,) and patterns or samples of merchandise. And such correspondence may be exchanged, whether originating in either of the said or originating in countries to which these may respectively serve as intermediaries.

ARTICLE 2.

The exchange of correspondence shall take place between the post-offices to be hereafter designated by the two Post Departments, but either of the offices so designated may at any time be discontinued and others established, by mutual consent.

ARTICLE 3.

The United States office shall make its own arrangements for the dispatch of its mails to Denmark, and in like manner the office of Denmark shall make its own arrangements for the dispatch of its mails to the United States. The mails shall be reciprocally forwarded by the regular routes of communication hereinbefore mentioned, and each office shall, at its own cost, pay the expense of the intermediate transportation (sea and territorial) of the mails which it dispatches to the other. It is also agreed that the cost, either in whole or in part, of the international ocean and territorial transit of the closed mails exchanged in both directions between the respective frontiers shall, upon application of either office, be first defrayed by that one of the two offices which shall have obtained from the intermediaries the most favorable pecuniary terms for such conveyance, and any amount so advanced by one for and on account of the other shall be promptly reimbursed.

## ARTICLE 4.

The postage on ordinary letters sent from the United States to Denmark, or from Denmark to the United States, shall be respectively twelve (12) skilling rigsmønt, or seven (7) cents for a single letter.

The weight of a single letter shall not exceed fifteen (15) grams.

For every letter exceeding fifteen (15) grams, there shall be paid a single rate of postage for every additional fifteen grams or fraction of fifteen grams. The weight stated by the dispatching office shall always be accepted, except in cases of manifest error.

The maximum weight of letters shall be two hundred and fifty (250) grams.

## ARTICLE 5.

The prepayment of postage on ordinary letters shall be optional. If they shall be forwarded unpaid, or insufficiently paid, they shall, in the first case, be charged, besides the usual postage, with an additional postage of respectively four (4) cents, or six (6) skilling rigsmønt, and in the last case, besides the deficient postage, with a similar additional postage.

## ARTICLE 6.

On all other correspondence in the first article mentioned, the rates shall be, for the mails dispatched, that which the dispatching office shall adopt, adapted to the convenience and habits of its interior administration. But each office shall give notice to the other of the rate it adopts and of any subsequent change thereof. These articles shall be forwarded under regulations of the dispatching post-office, but always including the following:

1. The postage shall be prepaid. If, however, the postage on the correspondence mentioned in this article should not be wholly prepaid, the said correspondence shall be still forwarded to the place of destination, but it shall in that case, besides the deficient postage, be charged with an additional postage, not exceeding four (4) cents in the United States, and six (6) skilling rigsmønt in Denmark.

2. No packet shall contain anything which shall be closed against inspection, nor any written communication whatever, except to state from whom and to whom the packet is sent, and the number and price placed upon each pattern or sample of merchandise.

3. No packet may exceed two feet in length, or one foot in any other dimension.

4. Neither office shall be bound to deliver any article the importation of which may be prohibited by the laws or regulations of the country of destination.

5. The customs duties that may be chargeable in each of the two countries may be levied for the use of the customs.

## ARTICLE 7.

Any correspondence mentioned in Article 1 may be registered, and the postage chargeable on such correspondence shall always be prepaid.

Registered correspondence shall, in addition to the postage, be subject to an international registration-fee not exceeding ten (10) cents in the United States, and eight (8) skilling rigsmønt in Denmark, and this fee shall always be prepaid. Each office is at liberty to reduce this fee for the mails it dispatches. Each department shall use its best exertions for the safe delivery of registered correspondence, but is not responsible pecuniarily for the loss of any such correspondence.

## ARTICLE 8.

It is further agreed that no charge of any kind, or on any account otherwise than is herein expressly provided, shall be levied or collected in the country of destination on the letters or other correspondence exchanged.

## ARTICLE 9.

As to the correspondence originating in one country and destined for the other, no account shall take place, and thus the post-office of the United States shall retain the whole amount of postage collected in the United States upon international paid correspondence forwarded to Denmark, and upon international unpaid or insufficiently paid correspondence received from Denmark; and in like manner the Danish post-office shall retain the whole amount of postage collected in Denmark upon international paid correspondence forwarded to the United States, and upon international unpaid or insufficiently paid correspondence received from the United States. However, each of the two departments shall be at liberty to claim accounts to be settled when it appears than in one country, for one year, there is levied 20 per cent. more than in the other. If an account is claimed, it shall be regulated on the following basis:

From the total amount of postages and register-fees collected by each office on letters, added to the total amount of prepaid postages and register-fees on other correspondence which it dispatches, the dispatching office shall deduct the amount required for the conveyance of the mails between the two countries, and the amount of the two net sums shall be equally divided between the two offices.

The deficient and additional postages mentioned in Article 6 shall not be included in the account between the two offices, but, unshared, shall belong to the office by which they are collected.

## ARTICLE 10.

The two post departments shall establish, by agreement, and in conformity with the arrangements in force at the time, the conditions upon which the two offices may respectively exchange in open mails, the correspondence originating in or destined to other foreign countries to which they may reciprocally serve as intermediaries. It is always understood, however, that such correspondence shall only be charged with the American-Danish rate, augmented by the postage due to foreign countries, or for other exterior service.

It is agreed that the account of this correspondence shall, as to the international postages chargeable on the same, be regulated on the basis mentioned in the preceding article, but that the amount of the extra-national postage, or other tax for exterior service, shall be reciprocally accounted for at full rates. Such charges for paid correspondence to, and for unpaid correspondence from, foreign countries, shall, therefore, be summarily entered on the respective letter-bills to the credit of the country through which the same is forwarded.

## ARTICLE 11.

The post-office of the United States shall be granted the privilege of transit of closed mails through the Danish territory, exchanged in either direction, to and from Sweden and Norway, for a payment of four skil-

ling rigsmønt per thirty (30) grams net weight of letters, and two-thirds skilling rigsmønt per forty (40) grams net weight of prints, patterns, and samples of merchandise.

Correspondence exempt from postage, letters which cannot be delivered, as well as money-orders, shall not be charged with any transit rate.

Reciprocally, the United States office grants to the office of Denmark the privilege of transit of the closed mails exchanged in either direction between the latter and any country to which the former may serve as intermediary, by its usual means of mail transportation, whether on sea or land, and the terms of transit shall be agreed upon when the exercise of the privilege is required.

#### ARTICLE 12.

The postal accounts between the two offices shall be stated and transmitted quarterly, and verified as speedily as possible, and the balance found due shall be paid in the coin of the creditor country.

The rate for the conversion of the money of the two countries shall be one dollar for one rigsdaler eighty-five skilling rigsmønt.

The two offices shall, however, always be at liberty to agree upon another rate for the conversion.

#### ARTICLE 13.

Any ordinary correspondence wrongly addressed, or wrongly sent, shall, without delay, and registered correspondence of all kinds, as well as ordinary letters, not deliverable for any other cause than the aforesaid, within the issue of every month, be mutually returned at the expense of the originating office. All other correspondence which cannot be delivered shall remain at the disposition of the receiving office.

If any returned correspondence shall be charged with postage, debited the office of destination, the said correspondence shall be returned for the amount of postage which was originally charged by the dispatching office.

#### ARTICLE 14.

When, in any port of either country, a closed mail is transferred from one vessel to another, without any expense to the office of the country where the transfer is made, such transfer shall not be subject to any postal charge by one office against the other.

#### ARTICLE 15.

Official communications between the two offices shall not be the occasion of any accounts on either side.

#### ARTICLE 16.

The two offices shall, by mutual consent, establish the detailed regulations which the carrying into execution of the articles included in this convention may require.

#### ARTICLE 17.

The present convention shall be carried into effect on the day on which the two offices shall agree, and shall continue in force until one

of the two contracting parties shall have announced to the other, within the issue of a calendar year, its intention to terminate it.

#### ARTICLE 18.

The present convention is to be ratified and the ratifications are to be exchanged as soon as possible.

Done at Copenhagen, in duplicate original, this 7th day of November, 1871, and at Washington this 1st day of December, 1871.

JNO. A. J. CRESWELL, [SEAL.]

*Postmaster-General.*

DANNESKJOLD SAMSØE. [SEAL.]

I hereby approve the foregoing convention, and in testimony thereof have caused the seal of the United States to be affixed.

U. S. GRANT. [SEAL.]

By the President:

HAMILTON FISH,

*Secretary of State.*

WASHINGTON, December 1, 1871.

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DETAILED REGULATIONS ARRANGED BETWEEN THE POST-OFFICE DEPARTMENT OF THE UNITED STATES OF AMERICA AND THE POST-OFFICE DEPARTMENT OF DENMARK, FOR THE EXECUTION OF THE POSTAL CONVENTION SIGNED AT WASHINGTON THE 1ST DAY OF DECEMBER, 1871, AND AT COPENHAGEN THE 7TH DAY OF NOVEMBER, 1871.

#### ARTICLE 1.

The offices for the exchange of the mails shall be: On the part of the United States: 1, New York; 2, Chicago. On the part of Denmark: 1, Copenhagen; 2, the traveling office between Korsoer and Kiel.

The exchange offices of New York and Chicago shall make up closed mails for the exchange offices of—1, Copenhagen; 2, the traveling office between Korsoer and Kiel; and these Danish exchange offices shall make up closed mails for New York and Chicago.

#### ARTICLE 2.

Each mail exchanged between the two administrations shall be accompanied with a letter-bill, showing the postages, &c., accruing to each office upon the different kinds of correspondence. The form of this letter-bill shall follow the models A and B, hereto annexed, and shall consecutively be numbered by the dispatching office during each calendar year.

The receiving office shall acknowledge its receipt by the next dispatch.

#### ARTICLE 3.

The exchange offices shall divide the correspondence which they dispatch into a suitable number of separate packages, according to the letter-bill. Each of these packages shall bear the proper etiquette and number corresponding to the letter-bill.

## ARTICLE 4.

When more than a single rate is chargeable upon any letter or other article, the number of rates to which it is subject shall be indicated, by the dispatching office, by a figure in the upper left corner of the address.

## ARTICLE 5.

Registered correspondence shall be described in a register-list, following the models C and D, hereto annexed.

All registered letters shall be enveloped together in a strong paper, securely fastened, and the packet inscribed with the words "Registered" or "Recommanderet," and placed in the mail.

The blank in the letter-bill for expressing the number of registered articles shall be filled by letters and figures expressing the number.

In case no registered articles are sent, the proper blank of the letter-bill shall be filled with the word "nihil" or "nil."

## ARTICLE 6.

The registered letters dispatched shall be acknowledged immediately by the receiving office.

If the verification by the receiving office shall disclose an error of any kind in the register-list, it shall be also, by the first mail, notified to the dispatching office.

## ARTICLE 7.

All letters exchanged between the two offices shall indicate, by stamp or writing thereon, the office of origin, and the unpaid letters so exchanged shall also be stamped with the name of the dispatching office of exchange.

Correspondence fully paid to destination shall be stamped "Paid all" in the United States, and "Franko" in Denmark.

Registered articles shall be stamped "Registered" in the United States, and "Recommanderet" in Denmark. Correspondence insufficiently paid shall be stamped "Insufficiently paid," in the United States, and "Utilsrøkkelig frankeret" in Denmark, and the amount of the deficient postage expressed in figures on the face.

Correspondence dispatched by the direct line between the respective countries shall be stamped "Direct service" or "Service direct."

When dispatched via Germany, it shall be stamped to indicate German transit.

## ARTICLE 8.

The two post departments are mutually to furnish each other with lists stating the foreign countries to which the foreign postage, and the amounts thereof, must be absolutely prepaid, or can be left unpaid; and until such lists are furnished, neither country is to mail to the other any correspondence for foreign countries in transit through the country to which the mail is sent. Such list shall also indicate the foreign countries with which registered correspondence may be exchanged in the open mails between the respective offices, and the conditions thereof.

## ARTICLE 9.

The respective exchange offices shall mark, in *red ink*, in the upper left corner of the address of prepaid letters sent for transit in the

open mail, the amount of the postage due for exterior service to the country through which the same are forwarded, and in the same manner, but in *black ink*, shall mark the amount due for postage to the forwarding office upon the unpaid letters so sent in transit.

#### ARTICLE 10.

Letters originating in or destined for foreign countries, sent in the open mails through the United States or through Denmark, and which are insufficiently prepaid, shall be transmitted as wholly unpaid, and no account taken between the two administrations of the amount prepaid; but letters and other correspondence originating in foreign countries, and addressed to the United States or to Denmark, respectively, on which the foreign and international postage charges are fully prepaid, shall, when forwarded through the mails of either country to the other, be delivered in the country of destination free of charge.

#### ARTICLE 11.

The letters and all registered articles mutually returned as not deliverable, shall be accompanied by a statement exhibiting the number of ordinary letters, and the number and addresses of the registered articles so returned, and the aggregate amount reclaimed thereon from the dispatching office, which statement shall be verified and acknowledged as early as practicable.

The expense of transit of unpaid correspondence which has been transmitted by either administration in closed mails, and which shall be returned to the dispatching office as not deliverable, shall be deducted from the original amount charged for transit, upon a declaration of the amount by the office claiming the reduction.

No charge will be made by either administration for the transit of correspondence returned as not deliverable.

#### ARTICLE 12.

All correspondence wrongly addressed or missent shall be returned without delay by the receiving office to the exchange office which dispatched it.

The receiving office shall also correct accordingly, in the column of verification, the original entries of the letter-bill relating to such correspondence. The articles of a like nature addressed to persons who have changed their residence shall be mutually forwarded, charged with the rate that would have been paid at the first destination, or returned for the amount, if any, originally charged against the receiving office.

#### ARTICLE 13.

The dispatching exchange office shall state on the letter-bills to the intermediate exchange offices the exact number of single rates of letters or weight, if required, and the total weight of the other correspondence which shall be dispatched in closed mails.

#### ARTICLE 14.

It is understood that the accounts between the two offices shall be established on the respective letter-bills in the proper money of the



dispatching office; but the international postages on the unpaid or insufficiently paid letters, shall be computed in the money of the receiving country. In entering the foreign charges on the letter-bill in the money of the dispatching office, the cent of the United States, and  $1\frac{1}{2}$  skilling of Denmark, shall be taken as equivalents.

#### ARTICLE 15.

The quarterly accounts shall be prepared by the respective postal administrations, and shall be based upon the acknowledgments of receipt; a recapitulation of these accounts, showing the definite results alike for the debit and credit, shall be prepared by the United States office, and shall then be transmitted, with the accounts on which it is based, for the examination of the post-office of Denmark.

#### ARTICLE 16.

It is understood that, so long as no accounts are kept between the Post-Office Departments of the two countries, of the international postages on the correspondence exchanged between them, so much of the preceding articles as relates to the preparation and adjustment of the postal accounts shall not be taken to include or comprise the international postages in such adjustment.

The forms for accounting such postages shall be arranged by mutual agreement whenever either office shall claim accounts of the international postages, to be kept and settled as provided in Article 9 of the convention. But the amounts of postage, or other tax for exterior service, accruing to or reclaimed by either Department, as well as any sum or sums advanced by one country for and on account of the other, shall, nevertheless, be stated and settled quarterly, in the manner hereinbefore prescribed.

#### ARTICLE 17.

These detailed regulations shall be ratified on the part of the United States by the Postmaster-General, and on the part of Denmark by the Royal Director-General of Posts.

Done at Copenhagen, in duplicate original, this 7th day of November, 1871, and at Washington, this 1st day of December, 1871.

JNO. A. J. CRESWELL, [SEAL.]  
*Postmaster-General.*

DANNESKJOLD SAMSØE. [SEAL.]

POST-OFFICE DEPARTMENT  
OF THE  
UNITED STATES OF AMERICA.

A.

CORRESPONDENCE  
WITH  
DENMARK.

LETTER-BILL, NO. \_\_\_\_\_.

For the mails dispatched from \_\_\_\_\_ to \_\_\_\_\_, via \_\_\_\_\_  
sent the \_\_\_\_\_, 18 ; arrived \_\_\_\_\_, 18 .

No. of the items of account.		Single weight.		Single rate.	Statement by the United States Office.				Verification by the Danish office.				
		Grams.	Cts.		No. of single rates.	Amounts.		No. of single rates.	Amounts.				
						Dolls.	Cts.		Dolls.	Cts.			
TABLE I.— <i>International correspondence.</i> (Including registered articles—postage only.)													
1	Letters fully prepaid .....												
2	Letters wholly unpaid .....												
3	Letters insufficiently paid	No. of single rates..											
4		Amount prepaid....				Rd.	Sk.		Rd.	Sk.			
5		Amount deficient....											
	Total number of single international rates ....												
6	Journals ... (whether fully prepaid or partially Other prints ... paid.) The total amount pre- Samples ... paid is .....					Dolls.	Cts.			Dolls.	Cts.		
TABLE II.— <i>Extra-national correspondence.</i> (Including registered articles—postage only.)													
7	Letters originating in the United States for foreign countries beyond Denmark.	Unpaid, (wholly or in part.)		No. of inter- national rates									
8		Fully prepaid.		No. of international rates.									
9				Foreign postage to account for to Denmark .....									
10	Letters originating in foreign countries and passing in transit through the United States.	Fully prepaid.		No. of international rates .....									
11		Addressed to Denmark.	Unpaid, (wholly or in part.)	No. of international rates .....									
12				Foreign postage to account for to United States .....									
13		Addressed to countries beyond Denmark.	Fully prepaid.	No. of international rates .....									
14				Foreign postage to acc't for to Denmark ..									
15		Unpaid, (wholly or in part.)		No. of international rates ..									
16				Foreign postg'e to acc't for to United States.									
	Total number of single rates in transit .....												
17	Prepaid journals, other prints, samples, &c., originating in the United States, addressed to countries beyond Denmark; or originating beyond the United States and addressed to Denmark and to countries beyond Denmark.	Total amount of the international postage .....											
18	Unpaid newspapers, prints, and patterns of merchandise, originating in foreign countries, and passing in transit through the United States.	Total amount of foreign postage to account for to Denmark .....											
19		Total amount of the international postage .....											
20		Amount of foreign postage due to the United States.											

## LETTER BILL, No. — For the mails dispatched from, &amp;c.—Continued.

No. of the items of account.		Statement by the United States office.			Verification by the Danish office.		
		No. of single rates.	Amounts.		No. of single rates.	Amounts.	
			Dolls.	Cts.		Dolls.	Cts.
	TABLE III.—Of register fees.						
21	Total number of register fees and registered articles herewith.						
22	Amount of supplementary fees on same, due to countries beyond Denmark, to account for to Denmark.....						
	TABLE IV.—Letters forwarded for change of residence.						
23	Letters prepaid and unpaid, of whatever } Amount originally origin, forwarded to persons who have } charged against re- changed their national address. } ceiving office .....						
	[MEMO.—Articles missent or wrongly addressed—note the number of articles: .....]						
	No. of registered articles by this mail : .....						
	TABLE V.—For accounting for intermediate transit.						
24	Total number of single rates of letters sent by this mail ..... (See items 1, 2, 3, 7, 8, 10, 11, 13, 15, 23, of this letter-bill.)						
25	Total weight (net) of articles in this mail { Letters.....	Grams.		Grams.			
26	{ Journals, &c .....						
	TABLE VI.—Closed mail dispatched herewith for Danish transit.						
	Office of origin.	Destination.		No. of single rates.	Net weight in grams.	Journals, &c. Net weight in kilograms.	
27		Total .....					
28		Total .....					
29		Total .....					

## B.—Acknowledgment of receipt for the correspondence between Denmark and the United States.

Post-Office, \_\_\_\_\_,

the \_\_\_\_\_ of \_\_\_\_\_, 18 .

The mail from \_\_\_\_\_ to \_\_\_\_\_, via \_\_\_\_\_ of the \_\_\_\_\_ of \_\_\_\_\_, 18 , has been received, containing the following articles:

No. of the items of account.			Single weight.		Statement by the Danish office.			Verification by the United States office.		
			Grams.	Sk.	No. of single rates.	Amounts.		No. of single rates.	Amounts.	
						Rd.	Sk.		Rd.	Sk.
TABLE I.— <i>International correspondence.</i> (Including registered articles, postage only.)										
1	Letters fully prepaid.....						—	—	—	—
2	Letters wholly unpaid.....						—	—	—	—
3	Letters insufficiently paid. { No. of single rates... Amount prepaid..... Amount deficient.....									
4							Dolls.	Cts.	Dolls.	Cts.
5										
Total No. of single international rates....										
6	Journals ... Other prints. } Samples..... }	Fully or partially prepaid. The total prepaid amount .....					Rd.	Sk.	Rd.	Sk.
TABLE II.— <i>Extra-national correspondence.</i> (Including registered articles, postage only.)										
7	Letters originating in Denmark for countries beyond the United States.	Unpaid, (wholly or in part.)	No. of international rates.				—	—	—	—
8			Foreign postage to account for to the United States .....				—	—	—	—
9		Fully prepaid.	No. of international rates .....				—	—	—	—
10			Foreign postage to account for to the United States .....				—	—	—	—
11	Letters originating in foreign countries in transit through Denmark.	Addressed to the United States.	Fully prepaid.	No. of international rates .....			—	—	—	—
12				Unpaid, (wholly or in part.)	Foreign postage to account for to Denmark .....			—	—	—
13		Addressed to countries beyond the United States.	Fully prepaid.		No. of international rates .....			—	—	—
14				Unpaid, (wholly or in part.)	Foreign postage to account for to the United States .....			—	—	—
15	No. of international rates .....	Foreign postage to account for to Denmark .....				—	—	—	—	
16							—	—	—	—
Total number of single rates in transit.....										
17	Prepaid journals, other prints, samples, &c., originating in Denmark for countries beyond the United States, or originating in countries beyond Denmark to the United States and countries beyond the United States.				Total amount of the international postage.....				—	—
18					Foreign postage to account for to the United States .....				—	—
19	Unpaid journals, other prints, and samples, originating in foreign countries, and in transit through Denmark.				Total amount of international postage.....				—	—
20					Foreign postage to account for to Denmark .....				—	—
TABLE III.— <i>Of register fees.</i>										
21	Total number of registered fees and registered articles herewith.....						—	—	—	—
22	Amount of supplementary fees on same due to countries beyond the United States to account for to United States.....						—	—	—	—

## B.—Acknowledgment of receipt for the correspondence between Denmark, &amp;c.—Continued.

No. of the items of account.		Statement by the Danish office.			Verification by the United States office.		
		No. of single rates.	Amounts.		No. of single rates.	Amounts.	
			Rd.	Sk.		Rd.	Sk.
	TABLE IV.— <i>Letters forwarded for change of residence.</i>						
23	Letters prepaid and unpaid, of whatever origin, to persons who have changed their residences .....	—			—		
	Amount originally charged against receiving office.....						
	[MEMO.—No. of articles missent or wrongly addressed.....]						
	No. of registered articles by this mail : _____						
	TABLE V.— <i>For accounting for intermediate transit.</i>						
24	Total number of single rates of letters sent by this mail..... (See items 1, 2, 3, 7, 8, 10, 11, 13, 15, and 23 of letter-bill.)	—	—		—	—	
25	Net weight of articles in this mail { Letters .....	Grams.		Grams.			
26	{ Journals, &c.....						
	TABLE VI.— <i>Closed mails in transit through the United States.</i>	Letters.		Journals, &c.			
	Office of origin.	No. of single rates.	Net weight in grams.	Net weight in kilo-grams.			
	Destination.						
27	Total.....						
28	Total.....						
29	Total.....						

## C.

POST-OFFICE DEPARTMENT  
OF  
THE UNITED STATES. }

{ CORRESPONDENCE  
WITH THE  
DANISH POST-OFFICE.

*Descriptive list of the letters and other registered articles contained in the mail sent by the United States office of exchange of ——— to the Danish office of exchange of ———, the ———, 187 .*

Number.	Nature of the registered articles.	Origin.	To whom addressed.	Destination.	Amount of the supplementary registration-fees to pay to the Danish office on registered articles destined for foreign countries.	
1						
2						
3						
4						
5						
6						
7						
8						
9						
10						
11						
12						
13						
14						
15						
16						
17						
18						
19						
20						
21						
22						
Total number of the registered articles to be carried to Article 21 of the letter-bill.....						
Total amount to be carried to Article 22 of the letter-bill. ....						

Verified by ———. Certified by ———.

[Translation.]

D.

THE ROYAL DANISH }  
 DIRECTORY GENERAL }  
 OF POSTS.

EXCHANGE WITH THE }  
 UNITED STATES POST-OFFICE }  
 DEPARTMENT.

*Descriptive list of the letters and other registered articles contained in the mail sent by the Danish exchange-office of ——— to the United States exchange-office of ———, on the ———, 187 .*

Number.	Nature of the registered articles.	Origin.	To whom addressed.	Destination.	Amount of the supplementary registration-fees to pay to the United States office on registered articles for foreign countries.	
					Dollars.	Cents.
1						
2						
3						
4						
5						
6						
7						
8						
9						
10						
11						
12						
13						
14						
15						
16						
17						
18						
19						
20						
Total number of the registered articles to be carried to Article 21 of the letter-bill.....						
Total amount to be carried to Article 22 of the letter-bill.....						

Verified by ———. Certified by ———.

SECOND ADDITIONAL CONVENTION TO THE CONVENTION RELATIVE TO THE AMELIORATION OF THE POSTAL INTERCOURSE, CONCLUDED BETWEEN THE UNITED STATES OF AMERICA AND THE SWISS CONFEDERATION. SIGNED AT BERNE, OCTOBER 11, 1867.

The opportunity being offered to the postal administrations of the United States of America and of Switzerland to introduce an exchange of closed mails, via Bremen or Hamburg, at lower transit rates than those now in force by the British-Belgian route, the governments of the United States of America and of Switzerland have resolved to open the new routes above mentioned to the correspondence of the two countries, under the following conditions :

ARTICLE 1.

The letters from the United States of America for Switzerland, and *vice versa*, which the senders may desire to have transmitted via Bremen or Hamburg, shall be chargeable with the following rates :

1st. Eight cents per single rate for letters originating in the United States.

2d. Forty centimes per single rate for letters originating in Switzerland.

For letters unpaid or insufficiently paid are reserved the extra charges provided by Article 7 of the convention of October 11, 1867.

ARTICLE 2.

All letters from the United States of America for Switzerland, and *vice versa*, for which the senders shall not have requested transmission via Bremen or Hamburg, [or in open mails via France,] shall continue to be sent in closed mails by the British-Belgian route, and subjected to the rates fixed by Article 1 of the additional convention of February 7, 1870.

ARTICLE 3.

In case future abatements in transit expenses admit of a reduction in the present rates on letters exchanged between the United States and Switzerland, the postal administrations of the two contracting countries are authorized to fix, by common accord, the respective reduced rates, and to take the necessary measures to place them to the profit of the public of the two countries.

ARTICLE 4.

The present convention, which shall be considered as a second supplement to the convention of October 11, 1867, shall enter into operation July 1, 1872.

Done in duplicate and signed in Washington, the sixth day of May, one thousand eight hundred and seventy-two, and in Berne the thirty-first day of May, one thousand eight hundred and seventy-two.

JNO. A. J. CRESWELL, [SEAL.]  
Postmaster-General of the United States.

The federal department of posts and telegraphs :

F. CHALLET VERREL. [SEAL.]

I hereby approve the foregoing convention, and in testimony thereof I have caused the seal of the United States to be affixed.

U. S. GRANT.

By the President :

HAMILTON FISH,  
[SEAL.] Secretary of State.  
WASHINGTON, May 6, 1872.



[Translation.]

The federal council of the Swiss Confederation makes known by these presents—

That it has approved and consented to the above convention. In faith of which the present have been signed by the president and the chancellor of the Swiss Confederation, and sealed with the seal of the federal council, at Berne, the tenth of July, one thousand eight hundred and seventy-two.

In the name of the Swiss federal council.

The president of the confederation :

[SEAL.]

The chancellor of the confederation :

WELTS.

SCHIESS.

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POSTAL CONVENTION BETWEEN THE UNITED STATES OF AMERICA AND THE REPUBLIC OF ECUADOR.

The undersigned, John A. J. Creswell, Postmaster-General of the United States of America, in virtue of the powers vested in him by law, and Antonio Flores, minister of the republic of Ecuador at Washington, in the name of his government, and by virtue of the powers which he has formally presented to this effect, have agreed upon the following articles, to wit:

ARTICLE 1.

An exchange of mails shall hereafter take place between the United States of America and the republic of Ecuador by the ordinary means of communication, via the Isthmus of Panama, the Government of the United States to be at the expense of the transportation thereof between New York and Panama and San Francisco and Panama, so long as direct service by United States steamers, including the isthmus transit, is maintained under existing conditions; and the government of Ecuador to be at the expense of the transportation thereof between Panama and Ecuador, so long as the present or other similar arrangement for the ocean mail-service between Panama and Ecuador is continued. The correspondence so exchanged shall comprise—

1. Letters and manuscript, subject by the laws of either country to letter *rate* of postage.

2. Newspapers and prints of all kinds, in sheets, in pamphlets, and in books, sheets of music, engravings, lithographs, photographs, drawings, maps and plans; and such correspondence may be exchanged, whether originating in either of said countries and destined for the other, or originating in or destined for foreign countries to which they may respectively serve as intermediaries.

ARTICLE 2.

New York and San Francisco shall be the offices of exchange on the side of the United States, and Guayaquil and Manta shall be the offices of exchange on the side of Ecuador, for all mails transmitted between the two countries under this arrangement; and all mail-matter transmitted in either direction between the respective offices of exchange shall be forwarded in closed bags or pouches under seal, addressed to the corresponding exchange-office, and the mails so dispatched from either country to

the other shall be forwarded to the United States consul and resident mail-agent at Panama, who is hereby designated as the agent of the two governments for receiving the bags or pouches at that port from either direction, and for dispatching the same to their respective ultimate destinations.

The two post departments may at any time discontinue either of said offices of exchange or establish others.

#### ARTICLE 3.

The standard weight for the single rate of postage and rule of progression shall be—

1. For letters or manuscript, subject by law to letter-rate of postage, one-half ( $\frac{1}{2}$ ) ounce, (avoirdupois.)

2. For all other correspondence, mentioned in the second paragraph of the first article, that which each country shall adopt for the mails which it dispatches to the other, adapted to the convenience and habits of its interior administration. But each country shall give notice to the other of the standard weight it adopts, and of any subsequent change thereof. The weight stated by the dispatching exchange office shall always be accepted, except in cases of manifest error.

#### ARTICLE 4.

No accounts shall be kept between the Post-Office Departments of the two countries on the international correspondence, written or printed, exchanged between them; but each country shall levy, collect, and retain to its own use the following postage-charges, viz:

1. The postage to be charged and collected in the United States on each letter or manuscript subject to letter-postage mailed in the United States, and addressed to any place in the republic of Ecuador, shall be twenty (20) cents, United States currency, per each weight of half an ounce, or fraction of half an ounce; and the postage to be charged and collected in Ecuador on each letter or manuscript subject to letter-postage, mailed in Ecuador and addressed to any place in the United States of America, shall be two (2) reals, or the fifth part of a dollar, (hard,) Ecuador currency, the same to be in each case in full of all charges whatever, to the place of destination in either country. Either country, however, is at liberty to reduce this charge, but not to increase it without the previous assent of the other.

3. On all other correspondence mentioned in the second paragraph of the first article, the post departments of the United States and Ecuador may respectively levy, collect, and retain to their separate and exclusive use such rates of postage, adapted to their interior administration, and to the cost of sea transportation, as they shall deem advisable. But each office shall give notice to the other of the rates it adopts, and of any subsequent change thereof.

Newspapers and other correspondence of the class referred to in the preceding paragraph shall be sent in narrow bands or covers, open at the sides or ends, so that they may be easily examined; and packages of such correspondence shall be subject to the laws and regulations of each country in regard to their liability to pay customs duty, if containing dutiable goods, or to be rated with letter-postage when containing written matter, or for any other cause specified in said laws and regulations.

## ARTICLE 5.

Letters and other communications in manuscript which from any cause cannot be delivered to their address, after the expiration of a proper period to effect their delivery, shall be reciprocally returned every month, unopened and without charge, to the post-office department of the dispatching country; but newspapers and all other articles of printed matter shall not be returned, but remain at the disposal of the receiving office.

Letters erroneously transmitted, or wrongly addressed, shall be promptly returned to the dispatching office without charge.

## ARTICLE 6.

The Post Department of the United States shall establish, in conformity with the arrangements in force at the time, the conditions upon which the post department of Ecuador may exchange, in open mails, the correspondence originating in Ecuador and destined for countries to which the United States may serve as an intermediary; but such correspondence shall only be charged with the international postage established by this convention, augmented by the postage-rates in force between the United States and the country of destination, and any other tax for exterior service.

The Post Department of the United States shall furnish the post department of Ecuador with a list stating the foreign countries to which the foreign postage and the amounts thereof must be absolutely prepaid, or can be left unpaid, and shall modify such list, from time to time, as the exigencies of its foreign postal service may require.

In conformity to the requirements of the preceding paragraph, a table, marked A, is hereunto annexed, enumerating the countries with which and specifying the terms and conditions on which Ecuador may exchange correspondence by way of the United States.

Correspondence of this class must be accompanied by a letter-bill from the dispatching exchange office of Ecuador, specifying the amount due thereon to the United States, and the receiving exchange office of the United States shall return by next post to such dispatching exchange office an acknowledgment of receipt and verification thereof, which letter-bills and acknowledgments of receipts shall be in conformity to the models B and C, hereunto annexed, and shall serve as vouchers in the settlement of the accounts.

The accounts to be kept between the two post departments upon this class of correspondence shall be stated quarterly, transmitted and verified as speedily as practicable, and the amounts found due shall be paid promptly to the United States office, under such regulations as the respective post departments may from time to time prescribe. Such quarterly statement shall be prepared by the United States office, and shall follow the form D hereunto annexed.

## ARTICLE 7.

Letters originating in foreign countries and addressed to the United States or Ecuador, respectively, on which the foreign and international postage charges are fully prepaid, shall, when forwarded in the mails of either country to the other, be delivered in the country of destination free of charge.

## ARTICLE 8.

The official correspondence between the two governments, that of each government with its legation near the other, and of each legation with its government, shall be conveyed to its destination free of postage, and with all the precautions which the two governments may find necessary for its inviolability and security.

## ARTICLE 9.

When in one of the two countries there is no legation of the other, the franking-privilege of the vacant legation shall be transferred, in the terms stipulated in the preceding article, to the respective consulate or vice-consulate at New York or at Guayaquil.

## ARTICLE 10.

Neither post department shall be required to deliver any article received in the mails, the circulation of which shall be prohibited by the laws in force in the country of destination. And any article subject by the laws of either country to customs duty or to confiscation, shall, when received in the mails from the other, be treated in accordance with the laws of the receiving country.

## ARTICLE 11.

The two post departments may, by mutual agreement, provide for the transmission of registered articles in the mails exchanged between the two countries.

The register fee for each article shall be ten (10) cents in the United States, and one (1) real in Ecuador.

## ARTICLE 12.

The two post departments shall settle, by agreement between them, all measures of detail and arrangement required to carry this convention into execution, and may modify the same in like manner, from time to time, as the exigencies of the service may require. Articles may also, by mutual consent, be amended, added, or suppressed, according to the requirements of the service, without rescinding or otherwise altering or impairing any other of the articles of this convention.

## ARTICLE 13.

This convention shall take effect from the date of the exchange of ratifications, and shall continue in force until annulled by mutual consent, or until one year from the date of notice given by one of the two departments to the other of its desire to terminate the same.

## ARTICLE 14.

This convention shall be approved and ratified in the manner and form prescribed by the constitution and laws of each of the high con-

tracting parties; and the exchange of ratifications shall be made at Washington six months after the last ratification, or sooner, if possible.

Done in duplicate, at the city of Washington, this ninth day of May, in the year of our Lord one thousand eight hundred and seventy-one.

JNO. A. J. CRESWELL, [L. S.]  
*Postmaster-General of the United States.*  
 ANTONIO FLORES. [L. S.]

I hereby approve the foregoing convention, and in testimony thereof I have caused the seal of the United States to be affixed.

U. S. GRANT. [L. S.]

By the President:

HAMILTON FISH,  
*Secretary of State.*

WASHINGTON, May 9, 1871.

[Translation.]

Having seen and examined the foregoing postal convention, which has been approved by the legislative decree of the 1st of the present month, and in exercise of the sixth attribute of the sixtieth article of the constitution, I have ratified it, as by the present I do ratify and declare it accepted, confirmed, and obligatory in all and each of its clauses and stipulations contained in said convention, solemnly engaging and pledging for its faithful and exact observance on the part of Ecuador the national faith and honor.

In faith of which I have caused the present to be prepared, signed with my hand, sealed with the seal of the republic, and countersigned by the Secretary of State for foreign relations, at Quito, the thirtieth of September, eighteen hundred and seventy-one.

G. GARCIA MORENO. [L. S.]  
 FRANCISCO JAVIER LEON.

We, Jno. A. J. Creswell, Postmaster-General of the United States, and Antonio Flores, Minister of Ecuador to the United States, certify that on this date we have proceeded to perform the exchange of ratifications of the postal convention which was concluded between the United States and Ecuador at Washington on the 9th day of May, A. D. 1871.

Done in duplicate, and signed at Washington, this sixth day of December, A. D. 1871.

JNO. A. J. CRESWELL, [L. S.]  
*Postmaster-General of the United States.*  
 ANTONIO FLORES. [L. S.]

A.—Table showing the countries to which and the terms and conditions on which Ecuador may forward letters, newspapers, and prints of all kinds, through the ordinary mails of the United States.

Countries.	Letters.	Newspapers.	Prints of all other descriptions.					The United States exchange office to which the correspondence should be sent.
	For each $\frac{1}{4}$ oz. or under.	For each newspaper not exceeding $\frac{1}{4}$ oz. in weight.	Not exceeding 1 oz. in weight.	Exceeding 1 oz. but not exceeding 2 oz. in weight.	Exceeding 2 oz. but not exceeding 4 oz. in weight.	For every additional $\frac{1}{4}$ oz. or fraction thereof.		
	Cents.	Cents.	Cents.	Cents.	Cents.	Cents.		
Australia, via San Francisco.....	10	4	4	6	8	8	San Francisco.	
Austria, via Bremen or Hamburg....	*7	5	4	7	10	10	New York.	
Austria, via Cologne.....	*10	6	5	9	12	12	Do.	
Bahamas.....	3	4	4	6	8	8	Do.	
Belgium.....	*10	6	10	11	12	12	Do.	
Bermuda.....	10	4	4	6	8	8	Do.	
Belize, (British Honduras).....	12	4	8	9	10	10	Do.	
Brazil.....	15	5	5	7	10	10	Do.	
British Columbia.....	6	4	6	7	8	8	San Francisco.	
Canada.....	6	4	6	7	8	8	New York.	
China, via San Francisco.....	10	4	4	6	8	8	San Francisco.	
Costa Rica.....	10	4	4	6	8	8	New York.	
Cuba.....	10	4	4	6	8	8	Do.	
Denmark, via Bremen or Hamburg....	*10	8	8	11	14	14	Do.	
Denmark, via Cologne.....	*13	9	9	13	16	16	Do.	
Dominica.....	10	4	4	6	8	8	Do.	
East Indies, via San Francisco.....	10	4	4	6	8	8	San Francisco.	
Egypt, via Bremen or Hamburg.....	*17	11	10	13	16	16	New York.	
Egypt, via Cologne.....	*20	12	11	15	18	18	Do.	
France, via direct steamer.....	10	4			8	8	Do.	
Germany, via Bremen or Hamburg....	*7	5	4	7	10	10	Do.	
Germany, via Cologne.....	*10	6	5	9	12	12	Do.	
Gibraltar.....	16	6	6	11	16	16	Do.	
Great Britain and Ireland.....	*6	4	4	7	10	10	Do.	
Greece, via Bremen or Hamburg.....	*15	11	10	13	16	16	Do.	
Greece, via Cologne.....	*18	12	11	15	18	18	Do.	
Guatemala.....	10	4	3	5	8	8	Do.	
Haiti.....	10	4	4	6	8	8	Do.	
Holland.....	*10	6	10	11	12	12	Do.	
Italy.....	*10	6	10	11	12	12	Do.	
Japan, via San Francisco.....	10	4	4	6	8	8	San Francisco.	
Malta.....	16	6	6	11	16	16	New York.	
Mexico.....	10	5	5	7	10	10	Do.	
New Brunswick.....	6	4	6	7	8	8	Do.	
Newfoundland.....	10	4	6	7	8	8	Do.	
New Zealand.....	12	4	6	7	8	8	San Francisco.	
Nicaragua.....	10	4	4	6	8	8	New York.	
Norway, via Bremen or Hamburg.....	*12	10	9	12	15	15	Do.	
Norway, via Cologne.....	*15	11	10	14	17	17	Do.	
Nova Scotia.....	6	4	6	7	8	8	Do.	
Portugal.....	16	10	6	11	16	16	Do.	
Prince Edward Island.....	6	4	6	7	8	8	Do.	
Russia, via Bremen or Hamburg.....	*12	7	6	9	12	12	Do.	
Russia, via Cologne.....	*15	8	7	11	14	14	Do.	
Salvador.....	10	4	3	5	8	8	Do.	
Sandwich Islands.....	6	4	6	7	8	8	San Francisco.	
Spain.....	16 per $\frac{1}{4}$ oz.	8	6	11	18	18	New York.	
Sweden, via Bremen or Hamburg.....	*11	10	9	12	15	15	Do.	
Sweden, via Cologne.....	*14	11	10	14	17	17	Do.	
Switzerland.....	*10	6	10	11	12	12	Do.	
Turkey, via Bremen or Hamburg.....	12	9	8	11	14	14	Do.	
Turkey, via Cologne.....	15	10	9	13	16	16	Do.	
Vancouver's Island.....	6	4	6	7	8	8	San Francisco.	
Venezuela.....	10	5	10	11	12	12	New York.	
West Indies, (British and Danish, not hereinbefore mentioned.).....	10	4	4	6	8	8	Do.	
West Indies, (not British or Danish).....	18	6					Do.	

NOTE.—The asterisk (\*) indicates that prepayment is not obligatory in the United States, and consequently not in Ecuador. The absence of the asterisk denotes that prepayment is compulsory in the United States, and therefore the rates not marked with an asterisk must always be collected in Ecuador and paid to the United States.

Printed matter sent from the United States to foreign countries must always be prepaid; and the rates expressed in the table include the postage thereon between Panama and the United States.

POSTAL ADMINISTRATION }  
OF  
ECUADOR. }

B.

{ CORRESPONDENCE  
WITH THE  
{ UNITED STATES.

LETTER BILL No. \_\_\_\_\_,

For the mail from \_\_\_\_\_ to \_\_\_\_\_, sent the \_\_\_\_\_  
of \_\_\_\_\_, 187\_\_\_\_\_.

Number of the items.	Nature of the correspondence.	Statement by the dispatching exchange office.		Verification by the receiving exchange office.	
		Number of single rates.	Amount of the postages due the United States.	Number of single rates.	Amount of the postages due the United States.
			Dollars. Cts.		Dollars. Cts.
1	Prepaid letters from Ecuador for foreign countries in transit through the United States. } Amount of the foreign postage to account for to the United States. }				
2	Unpaid letters from Ecuador for foreign countries in transit through the United States. }				
3	Prepaid newspapers and prints from Ecuador for foreign countries in transit through the United States. } Amount of the United States and foreign postage to account for to the United States. }				
Total .....					

Postmaster of \_\_\_\_\_.

## 225

**C.**

**CORRESPONDENCE  
WITH  
ECUADOR.**

*For the mail dispatched from \_\_\_\_\_ to \_\_\_\_\_; sent the \_\_\_\_\_ of \_\_\_\_\_, 187—;  
received the \_\_\_\_\_ of \_\_\_\_\_, 187—.*

Number of the items.	Nature of the correspondence.		Statement by the dispatching exchange office.		Verification by the receiving exchange office.	
			Number of single rates.	Amount of the postages due the United States.	Number of single rates.	Amount of the postages due the United States.
				Dollars.		Cts.
1	Prepaid letters from Ecuador for foreign countries in transit through the United States.	Amount of the foreign postage to account for to the United States. }				
2	Unpaid letters from Ecuador for foreign countries in transit through the United States.					
3	Prepaid newspapers and prints from Ecuador for foreign countries in transit through the United States.	Amount of the United States and foreign postage to account for to the United States. }				
Total.....						

Postmaster of \_\_\_\_\_

**D.**

**CORRESPONDENCE  
WITH  
ECUADOR.**

*Quarterly account of the correspondence forwarded from Ecuador to the United States for transmission in the United States mails to countries beyond, during the quarter ended —, 187—.*

**SUMS WHICH ECUADOR MUST ACCOUNT FOR TO THE UNITED STATES.**

Date of the dispatch of the mails.	Numbers of the letter-bills.	Amount of the postages due the United States.	
		Dollars.	Cents.
187-	187-		
	Total .....		

OFFICE OF THE AUDITOR OF THE TREASURY FOR THE POST-OFFICE  
DEPARTMENT OF THE UNITED STATES OF AMERICA, \_\_\_\_\_, 187-

**Auditor.**

**15 P M**



## POSTAL CONVENTION BETWEEN THE UNITED STATES OF AMERICA AND THE ARGENTINE REPUBLIC.

The undersigned, being thereunto duly authorized by their respective governments, have agreed upon the following articles for the amelioration of the postal intercourse between the United States of America and the Argentine Republic:

## ARTICLE 1.

There shall be a reciprocal and regular exchange of correspondence in closed mails between the post departments of the United States of America and the Argentine Republic, by means of the subsidized line of United States mail-steamers plying between New York and Rio Janeiro and the connecting mail-packets plying between the latter port and the Argentine Republic, as well as by such other means of direct mail-steamship transportation between the United States and the Argentine Republic as shall hereafter be established with the approval of the respective post departments of the two countries.

The correspondence so exchanged shall comprise—

1. Letters, ordinary and registered.
2. Newspapers.
3. Book-packets, comprising prints of other kinds, in sheets, in pamphlets, and in books; maps, plans, engravings, drawings, photographs, lithographs, sheets of music, and all other like productions.
4. Patterns or samples of merchandise, including seeds and grains.

## ARTICLE 2.

New York shall be the office of exchange on the side of the United States, and Buenos Ayres shall be the office of exchange on the side of the Argentine Republic, for all mails transmitted between the two countries under this convention; and all mail-matter conveyed in either direction between the respective offices of exchange shall be forwarded in closed bags or pouches, under seal, addressed to the corresponding exchange office. And so long as there are no means of direct mail communication between the sea-ports of the two countries, the mails so dispatched from either country to the other shall be landed at Rio Janeiro, to be from thence forwarded to their respective destinations; to effect which the two departments shall arrange the safest and most expeditious means.

## ARTICLE 3.

The international correspondence must be fully prepaid in the country of origin, according to the tariff hereinafter mentioned, and no postage-charge whatsoever shall be made on the delivery of such matter in the country of destination.

But insufficiently paid letters, posted in either country for the other, the postage on which the senders had evidently intended fully to prepay, shall, nevertheless, be reciprocally transmitted to destination, provided one or more full rates shall have been prepaid thereon. And any such letters so forwarded from either country to the other, shall be charged on delivery with the deficient postage only; and the amount of such deficient postage shall be distinctly marked thereon by the dispatching exchange office.

1. The postage on a single international letter shall be 15 cents from

the United States, and 15 centavos from the Argentine Republic. The authorized weight of a single letter shall be 15 grams by the metrical scale, but each department shall have the option of regarding half an ounce avoirdupois as the equivalent thereof, and of levying postage accordingly.

For other than single letters, the same charge shall be made for every additional half an ounce, or 15 grams, or fraction thereof.

2. On all international correspondence, other than letters, the post departments of the United States and the Argentine Republic may, respectively, levy and collect such rates of postage, adapted to the convenience and habits of their interior administration, as they shall deem advisable. But each office shall give notice to the other of the rates it adopts, and of any subsequent change thereof. It is, however, understood and mutually agreed, that the rates established in either country, under the authority herein given, shall not exceed the following :

(a) On each newspaper, not exceeding four ounces in weight, 4 cents in the United States, and 4 centavos in the Argentine Republic.

(b) On prints of all other kinds as hereinbefore mentioned, for every weight of four ounces, or fraction of four ounces, 6 cents in the United States, and 6 centavos in the Argentine Republic.

(c) On patterns and samples of merchandise, including seeds and grains, for every weight of four ounces, or fraction of four ounces, 8 cents in the United States, and 8 centavos in the Argentine Republic.

#### ARTICLE 4.

Packets of international correspondence, other than letters, shall be transmissible, by either office, under such regulations as the dispatching-office may, from time to time, prescribe.

These regulations, however, shall include the following :

1. No packet may contain anything that is sealed or otherwise closed against inspection, nor must it contain any letter, or communication in the nature of a letter, whether separate or otherwise, unless the whole of such letter or communication be printed. But entries merely stating from whom or to whom the packet is sent, or the trade-mark, numbers, and prices of the articles, shall not be regarded as a letter.

2. Patterns or samples of merchandise must not be of intrinsic value, nor have a marketable quality of their own apart from their mere use or value as a pattern or sample.

3. Patterns, samples, or other packets, shall not contain any liquid poison, explosive chemical, or other article likely to injure the contents of the mail-bags, or the person of any one handling the same; and any such article is positively excluded from the mails.

4. No packet must exceed two English feet, or sixty centimeters in any dimension.

5. Neither office shall be bound to deliver printed papers the importation of which may be prohibited by the laws or regulations of the country to which they are transmitted.

6. So long as any customs duty is chargeable on any article sent in the mail by one country to the other, such customs duty may be levied to the use of the receiving country.

#### ARTICLE 5.

Letters posted at any office in the United States, and addressed to the Argentine Republic, or posted at any office in the Argentine Re-

public and addressed to the United States, may be registered at the office of mailing, in either country, on the application of the person posting the same, provided the full postage chargeable thereon, together with a registration-fee of 8 cents in the United States, and 8 centavos in the Argentine Republic, be prepaid at such mailing-office; and provided, also, that such registration shall not render the respective post-departments, or their revenues, either jointly or separately, liable for the loss of such letters or packets, or the contents thereof.

#### ARTICLE 6.

The transportation of the mails in both directions between the United States and Rio Janeiro shall be at the sole expense of the United States; and, in like manner, the transportation of the mails in both directions between the Argentine Republic and Rio Janeiro shall be at the sole expense of the Argentine Republic.

#### ARTICLE 7.

All letters which, from any cause, cannot be delivered to their address, after the expiration of a proper period to effect their delivery, shall be reciprocally returned, every month, unopened and without charge, to the post-office department of the dispatching country; but newspapers, and all other articles of correspondence, undeliverable from whatever cause, shall remain at the disposal of the receiving-office, to be returned or not, at its option.

Letters erroneously transmitted, or wrongly addressed, shall also be promptly returned, without charge, by the receiving-office, to the office which dispatched them.

#### ARTICLE 8.

The official dispatches exchanged in either direction between the United States and their diplomatic or consular agents in the Argentine Republic, and the official dispatches exchanged in either direction between the Argentine Republic and its diplomatic or consular agents in the United States, shall reciprocally be forwarded to their respective destinations, free of any postage-charge whatsoever, and with all the precautions which the two governments may find necessary for their inviolability and security.

#### ARTICLE 9.

Letters and other correspondence originating in foreign countries, and addressed to the United States, or to the Argentine Republic, respectively, on which the foreign and international postage charges are fully prepaid, shall, when forwarded through the mails of either country to the other, be delivered in the country of destination free of charge.

#### ARTICLE 10.

No accounts shall be kept between the post departments of the two countries on the international correspondence, written or printed, exchanged between them, but each country shall levy, collect, and retain to its own use, the postage-charges hereinbefore prescribed on the international correspondence which it dispatches to the other.

## ARTICLE 11.

The two post departments may establish by agreement, and in conformity with the arrangements in force at the time, the conditions upon which the two offices may exchange, in the open mails, the correspondence originating in, or destined to, other countries to which they may respectively serve as intermediaries; and until such agreement is by common accord established between them, neither country is to mail to the other any correspondence for foreign countries in transit through the country to which the mail is sent.

## ARTICLE 12.

The two post departments shall settle, by agreement between them, all measures of detail and arrangement required to carry this convention into execution, and may modify the same in like manner, from time to time, as the exigencies of the service may require.

## ARTICLE 13.

This convention shall take effect from a day to be fixed by the two post departments, and shall continue in force until annulled by mutual consent, or until one year from date of notice given by one of the departments to the other of its desire to terminate the same.

Done in duplicate, at the city of Washington, this twenty-seventh day of July, in the year of our Lord one thousand eight hundred and seventy-one.

JNO. A. J. CRESWELL, [L. s.]

*Postmaster-General of the United States.*

MANUEL R. GARCIA, [L. s.]

*Minister Plenipotentiary of the Argentine Republic.*

I hereby approve the foregoing convention, and in testimony thereof I have caused the seal of the United States to be affixed.

U. S. GRANT.

By the President:

[L. s.] HAMILTON FISH,  
*Secretary of State.*

WASHINGTON, July 27, 1871.

[Translation.]

BUENOS AYRES, November 6, 1871.

The present postal convention, concluded and signed by my plenipotentiary and the plenipotentiary of the United States of America, being found in conformity with the instructions and advices which were, to this effect, given to the former, I approve it on my part and in virtue of the powers vested in me, it having to be presented to the deliberation of Congress for its definitive approval.

The present approval shall be countersigned by the minister of foreign relations.

[L. s.]  
[L. s.]

D. F. SARMIENTO.  
C. TEJEDOR.

POST-OFFICE DEPARTMENT,  
Washington, D. C., November 7, 1872.

We, Jno. A. J. Creswell, Postmaster-General of the United States, and Manuel R. Garcia, Envoy Extraordinary and Minister Plenipotentiary of the Argentine Republic to the United States, certify that on this date we have proceeded to perform the exchange of ratifications of the postal convention which was concluded between the United States and the Argentine Republic, at Washington, on the twenty-seventh of July, A. D. 1871.

Done in duplicate, and signed at Washington the seventh day of November, A. D., 1872.

{ Seal of U. S. P. O. }  
Department.

{ Seal of Legation Argentina }  
en los Estados Unidos.

JNO. A. J. CRESWELL,  
Postmaster-General.

MANUEL R. GARCIA,  
Plenipotenciario de la Republica Argentina.

## POSTAL CONVENTION BETWEEN THE UNITED STATES AND NEWFOUNDLAND.

The undersigned, being thereto duly authorized by their respective governments, have agreed upon the following articles establishing and regulating the exchange of correspondence between the United States of America and Newfoundland:

### ARTICLE 1.

There shall be an exchange of mails between the United States of America and Newfoundland by such means of transportation as are now or shall hereafter be established with the approval of the respective post departments of the two countries, comprising letters, newspapers, books, printed matter of every kind, and patterns or samples of merchandise originating in either country and addressed to and deliverable in the other country.

### ARTICLE 2.

The post-offices of Boston and New York shall be the exchange offices on the side of the United States, and the post-office of Saint John's shall be the sole office of exchange on the side of Newfoundland for all mails transmitted between the two countries under this arrangement, and all mail-matter transmitted in either direction between the respective offices of exchange shall be forwarded in closed bags or pouches, under seal, addressed to the corresponding exchange office.

Each mail shall be accompanied by a letter or post bill, showing in separate columns the number of letters, newspapers, and other articles embraced therein and the postages thereon.

### ARTICLE 3.

No accounts shall be kept between the post departments of the two countries upon the international correspondence, written or printed, exchanged between them, but each department shall retain to its own use all the postages which it collects thereon.

The single rate of international letter-postage in full to destination shall be six cents on each letter weighing half an ounce (15 grams) or less, and an additional rate of six cents for each additional weight of half an ounce (15 grams) or fraction thereof, the prepayment of which shall be compulsory at the office of mailing in either country.

The United States Post-Office shall levy and collect to its own use a postage-charge of two cents on each newspaper mailed in the United States and addressed to Newfoundland; and a postage-charge of two cents for each two ounces or fraction thereof, on pamphlets, periodicals, books, other articles of printed matter, and patterns or samples of merchandise, addressed to or received from Newfoundland.

The post-office of Newfoundland shall levy and collect to its own use a postage-charge of two cents on each newspaper mailed in Newfoundland and addressed to the United States, and the established rates of domestic postage chargeable in Newfoundland, on pamphlets, periodicals, books, other articles of printed matter, and patterns or samples of merchandise addressed to or received from the United States.

Every international letter or newspaper shall be plainly stamped with the words "paid all" in red ink, by the dispatching office of exchange, and shall be delivered free of any charge whatever in the country of destination:

Newspapers and all other kinds of printed matter shall be subject to the laws and regulations of each country, respectively, in regard to their liability to be rated with letter-postage when containing written matter, or for any other cause specified in said laws and regulations, as well as in regard to their liability to customs duty under the revenue laws.

#### ARTICLE 4.

The two post departments shall establish by agreement, and in conformity with arrangements in force at the time, the conditions upon which the two offices may reciprocally exchange, in open mails, the correspondence originating in or destined to other foreign countries to which they may respectively serve as intermediaries.

Either country forwarding or receiving such correspondence through the open mails of the other, shall account to such other country for such postage-rates as are chargeable thereon, for exterior service by its laws and regulations, or the requirements of its foreign postal arrangements.

#### ARTICLE 5.

The two post departments may by mutual agreement provide for the transmission of registered letters in the mails exchanged between the two countries, and may settle, by agreement between them, all measures of detail and arrangements required to carry this convention into execution, and may modify the same in like manner from time to time as the exigencies of the service may require.

#### ARTICLE 6.

Dead letters which cannot be delivered from whatever cause shall be mutually returned without charge, monthly, or more frequently, as the regulations of the respective offices will permit.

## ARTICLE 7.

This convention shall come into operation the 1st day of December, 1872, and shall be terminable at any time on a notice by either party of six months.

Done in duplicate, and signed at Washington the 20th day of November, and at St. John's the 13th day of November, one thousand eight hundred and seventy-two.

J. W. MARSHALL, [SEAL.]

*Acting Postmaster-General.*

JOHN DELANEY, [SEAL.]

*Postmaster-General, Newfoundland.*

I hereby approve the foregoing convention, and in testimony thereof I have caused the seal of the United States to be affixed.

U. S. GRANT,

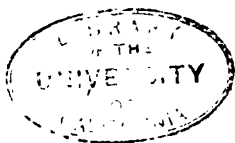
*President of the United States.*

By the President:

HAMILTON FISH,

*Secretary of State.*

WASHINGTON, November 20, 1872.



# REPORT OF THE AUDITOR OF THE POST-OFFICE DEPARTMENT.

## OFFICE OF THE AUDITOR OF THE TREASURY FOR THE POST-OFFICE DEPARTMENT, Washington, D. C., October 29, 1872.

SIR: I have the honor to submit the following annual report of the receipts and expenditures of the Post-Office Department, together with the operations of this office in connection therewith, for the fiscal year ended June 30, 1872.

### COLLECTION OF POST-OFFICE REVENUES.

The number of post-offices in operation during the year was 32,065, which are thus classified under the regulations adopted for the government of the Department, chapter 26, sections 275 to 279, inclusive.

The following-named offices, seventy-two in number, are denominated depositories, and are required by the Postmaster-General to receive and retain, subject to the drafts of the Department, the funds of certain adjacent offices, as well as the revenues of their own :

#### *List of offices designated as depositories, with names of postmasters.*

Albany, N. Y. ....	J. F. Smyth.	Meadville, Pa. ....	D. V. Derrickson.
Atlanta, Ga. ....	J. L. Dunning.	Memphis, Tenn. ....	J. Deloach.
Bangor, Me. ....	A. B. Farnham.	Milwaukee, Wis. ....	S. C. West.
Batavia, N. Y. ....	M. Taggart.	Montpelier, Vt. ....	J. W. Clark.
Binghamton, N. Y. ....	E. B. Stephens.	Nashville, Tenn. ....	W. F. Prosser.
Buffalo, N. Y. ....	J. M. Schermerhorn.	Newark, N. J. ....	William Ward.
Chicago, Ill. ....	F. A. Eastman.	New Haven, Conn. ....	N. D. Sperry.
Cincinnati, Ohio. ....	Thomas H. Foulds.	Ogdensburgh, N. Y. ....	S. N. Sherman.
Cleveland, Ohio. ....	John W. Allen.	Olean, N. Y. ....	J. G. Johnson.
Columbus, Ohio. ....	James M. Comley.	Peoria, Ill. ....	D. W. Magee.
Concord, N. H. ....	J. E. Larkin.	Pittsburgh, Pa. ....	J. H. Stewart.
Davenport, Iowa. ....	Edward Russell.	Plattsburgh, N. Y. ....	H. S. Ransom.
Des Moines, Iowa. ....	J. S. Clarkson.	Portland, Me. ....	C. W. Goddard.
Detroit, Mich. ....	F. W. Swift.	Portsmouth, Ohio. ....	O. Wood.
Dover, Del. ....	J. B. Smith.	Providence, R. I. ....	E. S. Jackson.
Dubuque, Iowa. ....	V. J. Williams.	Quincy, Ill. ....	M. Piggott.
Easton, Pa. ....	J. K. Dawes.	Raleigh, N. C. ....	C. J. Rodgers.
Evansville, Ind. ....	J. W. Foster.	Richmond, Va. ....	E. L. Van Lew.
Fort Wayne, Ind. ....	J. J. Kamm.	Ripon, Wis. ....	H. S. Town.
Geneva, N. Y. ....	S. N. Anthony.	Rochester, N. Y. ....	E. M. Smith.
Grand Rapids, Mich. ....	A. B. Turner.	Rutland, Vt. ....	J. B. Kilbort.
Harrisburgh, Pa. ....	George Bergner.	Sandusky, Ohio. ....	A. C. Van Tine.
Hartford, Conn. ....	John H. Burnham.	Scranton, Pa. ....	J. S. Slocum.
Huntsville, Ala. ....	J. D. Sibley.	Springfield, Ill. ....	J. L. Crane.
Indianapolis, Ind. ....	W. R. Holloway.	Springfield, Mass. ....	H. C. Lee.
Kalamazoo, Mich. ....	J. A. B. Stone.	Steuenville, Ohio. ....	J. M. Reede.
Keene, N. H. ....	H. C. Henderson.	Saint Paul, Minn. ....	J. A. Wheelock.
Knoxville, Tenn. ....	J. Rodgers.	Syracuse, N. Y. ....	D. H. Bruce.
La Fayette, Ind. ....	J. L. Miller.	Urbana, Ohio. ....	D. C. Hilt.
Lancaster, N. H. ....	O. Nutter.	Utica, N. Y. ....	C. H. Hopkins.
Leavenworth, Kans. ....	J. Clark.	Vincennes, Ind. ....	W. N. Denny.
Lexington, Ky. ....	S. W. Price.	Wheeling, W. Va. ....	C. J. Rawlings.
Lima, Ohio. ....	C. Parmenter.	Williamsport, Pa. ....	Robert Hawley.
Louisville, Ky. ....	L. M. Porter.	Wooster, Ohio. ....	A. L. McClure.
Lowell, Mass. ....	J. A. Goodwin.	Worcester, Mass. ....	Josiah Pickett.
Madison, Wis. ....	E. W. Keyes.	Zanesville, Ohio. ....	J. J. Douglas.



The following depositaries and assistant treasurers receive and retain, subject to the warrants of the Post-Office Department, the funds of such post-offices as are instructed to deposit in their hands:

## DESIGNATED DEPOSITARIES.

S. J. Holley.....	Buffalo, N. Y.	William Miller.....	Mobile, Ala.
J. E. McLean.....	Chicago, Ill.	J. Cushman.....	Olympia, W. T.
R. H. Stephenson.....	Cincinnati, Ohio.	Thomas Steel.....	Pittsburg, Pa.
E. W. Little.....	Santa Fé, N. M.	C. H. Lorde.....	Tucson, Arizona.
J. P. Luce.....	Louisville, Ky.		

## ASSISTANT TREASURERS.

Thomas Hillhouse.....	New York, N. Y.	J. D. Geddings.....	Charleston, S. C.
George Eyster.....	Philadelphia, Pa.	A. G. Edwards.....	Saint Louis, Mo.
F. Haven, jr.....	Boston, Mass.	C. N. Felton.....	San Francisco, Cal.
Charles Clinton.....	New Orleans, La.	Peter Negley.....	Baltimore, Md.

One hundred and twenty-eight post-offices are draft offices, and during the year paid 17,643 drafts issued by the Postmaster-General, countersigned, entered, and sent out by the Auditor, for sums in the aggregate of.....	\$2,931,736 09
Thirty-three hundred and ninety-one offices are deposit offices, a portion of which, during the year, deposited with the Treasurer and assistant treasurers of the United States the sum of.....	3,072,659 11
The remaining deposit offices deposited with the depositaries named above the sum of \$801,512.11, which is embraced in the \$2,931,736.09 paid on the drafts of the Department by said depositaries and draft offices.	
Twenty-four thousand and forty-four offices are collection offices, and paid on collection orders issued to mail contractors the sum of....	2,932,628 62
Forty-five hundred and two offices are special and mail-messenger offices, and derive their mail supplies by the payment of the revenue of their offices therefor, amounting to.....	514,226 68
The amount paid into the Treasury by postmasters for the use and purposes of the Post-Office Department during the fiscal year was....	9,451,250 50

*Revenue account of the Post-Office Department.*

The receipts of the Department for the fiscal year ended June 30, 1872, were.....	\$21,915,426 37
The amounts placed in the Treasury for the service of the Department for the fiscal year, being grants in aid of the revenue under the following acts of Congress, were—	
Under the second section of the act approved March 3, 1871, for mail-steamship service between San Francisco, Japan, and China .....	\$500,000 00
Under the second section of the act approved March 3, 1871, for mail-steamship service between the United States and Brazil .....	150,000 00
Under the second section of the act approved March 3, 1871, for mail-steamship service between San Francisco and the Sandwich Islands.....	75,000 00
Under the twelfth section of the act approved March 3, 1847, for the transportation of free matter for Congress and the other Departments of the Government.....	200,000 00
Under the eighth section of the act approved March 3, 1851, for the transportation of free matter for Congress and the other Departments of the Government.....	500,000 00
Under the second section of the act approved March 3, 1869, for supplying deficiency in the revenue of the Post-Office Department for the fiscal year ended June 30, 1870.....	68,364 00
Under the first section of the act approved March 3, 1871, for supplying deficiency in the revenue of the Post-Office Department for the fiscal year ended June 30, 1871.....	416,636 00

Under the third section of the act approved March 3, 1871, for supplying deficiency in the revenue of the Post-Office Department for the fiscal year ended June 30, 1872.....\$3,083,750 00

\$4,993,750 00

Aggregate of revenue and grants.....26,909,176 37  
The expenditures of the Department for the fiscal year ended June 30, 1872, were.....26,658,192 31

Excess of receipts.....250,984 06

The net revenue of the Department from postages, being the aggregate of balances due the United States by postmasters on the adjustment of their quarterly accounts for the year, after deducting their compensation and the expenses of their offices, was—

For the quarter ended September, 30, 1871.....\$3,104,977 86  
For the quarter ended December 31, 1871.....3,345,151 93  
For the quarter ended March 31, 1872.....3,578,978 15  
For the quarter ended June 30, 1872.....3,255,199 88  
Total.....13,284,307 82

The amount of newspaper and pamphlet postage paid in money was—

For the quarter ended September 30, 1871.....\$236,815 42  
For the quarter ended December 31, 1871.....241,301 88  
For the quarter ended March 31, 1872.....252,678 84  
For the quarter ended June 30, 1872.....255,144 07  
Total.....985,940 21

The amount of letter-postage paid in money was—

For the quarter ended September 30, 1871.....\$90,027 32  
For the quarter ended December 31, 1871.....78,136 09  
For the quarter ended March 31, 1872.....89,563 23  
For the quarter ended June 30, 1872.....88,141 94  
Total.....345,868 58

The amount of stamps and stamped envelopes sold was—

For the quarter ended September 30, 1871.....\$4,341,707 06  
For the quarter ended December 31, 1871.....4,864,185 22  
For the quarter ended March 31, 1872.....5,050,821 18  
For the quarter ended June 30, 1872.....4,753,207 98  
Total.....19,009,921 44

The number of quarterly returns of postmasters received and audited, on which the sum of \$13,287,307.82 was found due the United States, was—

For the quarter ended September 30, 1871.....29,313  
For the quarter ended December 31, 1871.....29,479  
For the quarter ended March 31, 1872.....29,696  
For the quarter ended June 30, 1872.....30,076  
Total.....118,564

#### MAIL TRANSPORTATION.

The amount charged to transportation accrued and placed to the credit of mail-contractors and others for mail transportation during the year was—

For the regular service of mail-routes.....\$12,613,749 16  
For the supply of special and mail messenger offices.....514,226 68  
For the salaries of postal railway clerks, route and other agents.....1,569,969 32  
For the salaries and per diem of the assistant superintendents of the postal-railway service.....35,305 66  
Total.....14,733,250 82

*Foreign mail transportation.*

San Francisco and Hong-Kong, China.....	\$500,000 00	
San Francisco and the Hawaiian Islands .....	75,000 00	
United States and Brazil.....	150,000 00	
New York, Queenstown, and Liverpool .....	187,535 77	
New York and Bremen, and New York and England....	24,709 79	
Baltimore and Bremen.....	94 75	
San Francisco, Japan, and China.....	538 37	
New York and Brazil.....	495 25	
New York and Havana .....	47,843 83	
New York and West Indies.....	2,098 18	
New York and Bermuda .....	844 41	
New York and Panama, and San Francisco and Panama,	23,866 07	
Philadelphia and Havana, New Orleans and Havana, and		
Baltimore and Havana.....	4,486 88	
New Orleans and Santander, Spain .....	215 49	
Boston and Nova Scotia, and Portland and Nova Scotia,	736 35	
Boston, Nova Scotia, and Prince Edward's Island.....	1,039 84	
New York and Stettin, Germany.....	92 62	
Cleveland and Port Stanley, Canada .....	24 28	
Expenses of Government mail-agent at Havana.....	800 00	
Expenses of Government mail-agent at Aspinwall .....	924 00	
Expenses of Government mail-agent at Panama .....	1,470 40	
		<u>\$1,022,816 28</u>
		15,756,067 10
The amount credited to transportation accrued and		
charged to contractors for over-credits was.....	\$49,807 62	
Fines imposed on contractors.....	1,703 59	
Deductions from their pay.....	71,567 15	
		<u>123,078 36</u>
Net amount to the credit of mail-contractors and others.....		<u>15,632,988 74</u>
The amount actually paid and credited during the year for mail trans-		
portation was.....		\$15,547,820 53
Of which amount there was paid for mail transportation of previous		
years the sum of.....		<u>363,580 64</u>

*Statement of collecting division.*

During the year this division has had charge of accounts—		
Of postmasters.....		32,065
Of late postmasters .....		7,519
Total .....		<u>39,584</u>
<i>Amounts collected on balances due from late postmasters who went out of office prior to</i>		
<i>July 1, 1871.</i>		
Collected by draft .....	\$208,960 49	
Collected by suit .....	24,252 95	
Credited on vouchers.....	69,794 52	
Charged to suspense.....	69 92	
Charged to bad debts.....	11,037 08	
Total.....		<u>314,114 96</u>
Amount collected by draft from contractors .....		<u>\$10,873 97</u>
Number of changes of postmasters reported by appointment office during		
the fiscal year was 7,519; and the balance due the United States upon		
the accounts of said late postmasters amounts to.....		\$217,359 54
Of which there has been collected by draft .....	\$81,949 16	
Charged to suspense.....	224 46	
Charged to bad debts.....	318 55	
		<u>82,492 17</u>
Total remaining due .....		134,867 37

Of which there remains in suit.....	\$1,363 50
Of which there remains not in suit.....	133,503 87
	<u>\$134,867 37</u>
Amount due postmasters late in fiscal year 1872 .....	\$25,083 94
Amount paid late postmasters on all accounts prior to July 1, 1872 .....	<u>92,680 12</u>
Amounts due by late postmasters, for which suits were instituted during the fiscal year.....	\$46,654 66
Amount collected by suit during the fiscal year .....	<u>56,040 94</u>

The subjoined tables, numbered from 1 to 47, inclusive, exhibit in detail the transactions of the Department for the fiscal year.

I have the honor to be, very respectfully,

J. J. MARTIN,  
*Auditor.*

Hon. JOHN A. J. CRESWELL,  
*Postmaster-General.*

No. 1.—Statement exhibiting quarterly receipts of the Post-Office Department during the fiscal year ended June 30, 1872.

Receipts.	Quarter ended September 30, 1871.	Quarter ended December 31, 1871.	Quarter ended March 31, 1872.	Quarter ended June 30, 1872	Aggregate.
Letter-postage.....	\$90,027 32	\$78,136 09	\$89,563 23	\$88,141 94	\$345,868 58
Newspapers and pamphlets....	236,815 42	241,301 88	252,678 84	255,144 07	985,940 21
Fines .....	718 22	720 61	12,393 59	4,784 21	18,616 63
Emoluments .....	271,102 73	271,634 57	272,456 90	271,701 30	1,086,895 50
Postage-stamps and stamped envelopes.....	4,341,707 06	4,864,185 22	5,050,821 18	4,753,207 98	19,009,921 44
Dead letters.....	1,950 00	2,249 00	1,500 00	1,600 00	7,299 00
Internal revenue from postmasters.....		36 18			36 18
Revenue from money-order business, (since Nov. 4, 1864.) .....				443,397 63	443,397 63
Miscellaneous .....	3,204 54	3,935 02	4,472 03	5,839 61	17,451 20
Total.....	4,945,525 29	5,462,198 57	5,683,885 77	5,823,816 74	21,915,426 37

J. J. MARTIN, *Auditor.*

OFFICE OF THE AUDITOR OF THE TREASURY  
FOR THE POST-OFFICE DEPARTMENT, October 29, 1872.

## No. 2.—Statement of the postal receipts and expenditures of

States and Territories.	Letter-postage.	Newspaper-postage.	Waste paper and twine.	Stamps sold.	Emoluments.	Revenue-tax.	Total receipts.
Maine	\$4,855 77	\$23,507 84	\$74 88	\$335,503 99	\$18,639 70	.....	\$382,582 18
New Hampshire	1,806 06	15,872 39	137 20	202,615 31	8,213 55	.....	229,644 51
Vermont	1,848 00	14,996 24	74 20	192,178 87	7,043 29	.....	216,140 60
Massachusetts	25,426 56	52,762 34	438 95	1,494,450 74	86,881 26	.....	1,659,979 85
Rhode Island	1,850 09	5,975 27	43 66	159,336 52	15,374 77	.....	182,580 31
Connecticut	4,435 43	23,648 82	214 95	453,195 21	29,895 97	.....	511,390 38
New York	117,206 75	128,906 17	1,083 60	4,207,065 02	168,779 38	\$38 68	4,623,079 60
New Jersey	7,646 62	20,826 23	130 01	389,296 98	22,012 08	.....	439,911 92
Pennsylvania	27,990 82	85,237 72	830 24	1,955,700 84	72,007 14	.....	2,141,766 76
Delaware	450 47	2,595 99	7 25	54,970 01	785 77	.....	58,809 49
Maryland	8,289 59	14,994 64	82 48	380,042 78	8,885 95	.....	412,295 44
Virginia	2,065 91	18,510 42	31 88	291,276 06	11,510 81	.....	323,295 08
West Virginia	753 45	8,075 67	43 60	98,283 75	3,777 06	.....	110,933 53
North Carolina	842 44	10,521 26	14 31	129,481 51	5,454 55	.....	146,314 07
South Carolina	1,198 70	7,549 65	11 10	123,229 32	7,555 00	.....	139,543 77
Georgia	2,351 05	16,044 33	130 62	239,740 96	24,361 24	.....	282,628 20
Florida	967 55	2,227 10	1 00	38,539 60	3,133 62	.....	44,868 87
Ohio	11,880 07	40,528 22	738 57	1,279,260 33	64,266 89	.....	1,436,674 08
Michigan	15,333 35	45,222 05	292 48	603,259 56	45,109 38	.....	709,216 82
Indiana	3,867 96	44,759 19	174 08	514,278 38	39,423 86	.....	602,503 47
Illinois	26,431 34	72,896 71	1,063 96	1,642,948 11	86,211 94	.....	1,829,552 06
Wisconsin	10,665 64	31,319 75	218 41	437,238 09	31,658 04	.....	511,099 93
Iowa	7,482 04	37,411 78	152 49	504,165 22	45,856 65	.....	595,068 18
Missouri	8,397 82	41,246 27	167 83	705,466 11	31,965 72	.....	787,243 75
Kentucky	3,124 16	19,692 28	145 55	310,332 39	14,216 36	.....	347,510 74
Tennessee	2,187 64	16,826 81	142 89	250,087 38	10,598 99	.....	279,843 71
Alabama	1,085 90	10,298 73	9 80	151,123 37	14,412 95	.....	176,930 75
Mississippi	794 83	8,991 28	21 50	128,368 38	11,386 21	.....	149,562 20
Arkansas	632 72	5,478 44	14 37	71,219 92	6,186 72	.....	83,539 17
Louisiana	10,662 11	7,900 88	6 00	214,688 02	25,991 60	.....	259,248 61
Texas	4,251 24	18,273 26	63 09	204,850 96	22,836 70	.....	250,275 25
California	13,086 90	28,604 46	103 30	477,234 88	40,621 96	.....	559,651 50
Oregon	335 95	5,173 81	14 36	44,702 94	6,470 98	.....	56,698 04
Minnesota	10,772 80	18,524 26	147 73	204,335 33	19,427 71	.....	253,207 83
Kansas	2,276 89	14,634 52	34 82	227,782 02	23,418 37	.....	268,146 62
Nebraska	1,235 46	5,481 32	5 14	109,075 82	8,454 98	.....	124,532 72
Nevada	291 75	5,143 34	2 25	32,014 25	6,689 75	.....	44,141 34
Colorado	375 50	3,127 90	35	48,497 62	12,515 88	.....	64,577 25
Utah	515 88	3,261 23	31 28	31,404 86	3,834 00	.....	39,047 25
New Mexico	91 00	471 08	4 20	10,403 18	700 25	.....	11,669 71
Washington	120 34	1,588 76	.....	12,549 52	1,440 36	.....	15,698 98
Dakota	327 94	764 99	.....	10,124 48	657 55	.....	11,874 96
Arizona	51 83	197 21	.....	6,404 09	366 75	.....	7,019 88
Idaho	79 57	866 38	.....	7,644 61	1,883 50	.....	10,474 06
Wyoming	86 53	852 38	1 75	13,249 29	1,721 90	.....	15,911 85
Montana	218 91	1,779 88	.....	18,791 70	5,296 09	.....	26,086 58
Alaska	5 01	9 49	.....	184 37	.....	.....	198 87
District of Columbia	2,848 61	3,418 65	185 98	115,768 91	6,948 34	.....	129,170 69
Deduct miscellaneous items	345,510 15	987,017 39	7,092 11	19,136,361 56	1,085,881 52	38 68	21,561,901 41
Add miscellaneous items	358 43	1,077 18	.....	126,440 12	.....	2 50	126,147 39
Total	345,868 58	988,094 21	7,093 11	19,009,921 44	1,086,895 50	36 18	21,435,754 02

NOTE.—The following items of expenditure and revenue, being of a general nature, are not embraced

Amount paid for foreign mails and expenses of Government agents	\$1,092,816 28
Foreign postage collected and returned to foreign governments	252,592 30
Ship, steamboat, and way letters	7,011 06
Wrapping-paper	28,683 68
Office-furniture	863 75
Advertising	48,264 12
Mail-bags	126,544 41
Blank-agents and assistants	9,177 52
Mail locks, keys, and stamps	28,169 07
Mail depredations and special agents	131,776 47
Expenses of postage-stamps, and stamped envelopes	535,828 84
Dead letters, "moneys refunded"	.....
Miscellaneous payments	115,344 76

OFFICE OF THE AUDITOR OF THE TREASURY  
FOR THE POST-OFFICE DEPARTMENT, October 29, 1872.

the United States for the fiscal year ended June 30, 1872.

Compensation of postmasters.	Incidental expenses of post-offices.	Compensation to letter-carriers.	Compensation of route-agents, postal-railway clerks, mail messengers, and supply of special offices.	Transportation by States.	Total expenses.	Excess of expenditures over receipts.	Excess of receipts over expenditures.
\$135,746 53	\$46,320 06	\$7,478 53	\$28,892 70	\$152,479 22	\$376,917 04		\$5,665 14
92,508 28	15,399 06	5,637 79	14,381 77	69,217 12	197,144 02		32,500 49
99,348 22	13,426 76		14,754 33	118,272 47	245,801 78	\$29,661 18	
301,998 17	250,566 99	108,575 49	113,705 68	272,406 44	1,047,252 77		612,727 08
33,292 55	18,231 28	11,294 26	6,834 75	24,510 76	94,163 60		88,416 71
142,324 28	60,265 94	16,323 26	34,175 03	139,197 33	392,285 84		119,104 54
616,023 31	932,217 18	467,220 43	322,123 97	843,315 31	3,180,900 20		1,442,179 40
137,538 91	34,221 68	28,023 38	19,050 11	167,641 36	386,475 44		53,436 48
452,450 88	286,016 08	219,040 79	160,297 94	625,909 57	1,743,715 26		398,051 56
18,370 91	5,561 73	7,951 25	6,229 14	25,385 80	63,498 83	4,689 34	
66,339 18	78,456 41	54,717 28	21,596 32	250,276 96	471,386 15	59,090 71	
106,726 19	48,064 10	10,515 10	28,680 90	343,890 52	537,876 81	214,481 73	
43,363 85	17,543 71		14,639 36	85,629 14	161,176 06	50,242 53	
58,373 60	13,954 05		33,476 20	155,066 21	260,870 06	114,555 99	
38,058 51	12,094 85		15,283 26	143,475 34	208,911 96	69,368 19	
82,685 85	41,637 42		39,946 77	201,028 19	365,298 23	82,670 03	
18,773 15	5,101 11		6,654 88	203,785 13	234,314 27	189,445 40	
370,463 28	171,252 67	94,999 54	137,138 92	784,589 32	1,558,423 73	121,749 65	
222,179 02	86,305 98	23,122 26	45,659 86	471,880 87	849,147 99	139,931 17	
215,121 82	90,456 60	15,754 15	81,039 12	343,705 61	746,077 30	143,573 83	
412,522 60	258,346 57	107,759 33	260,703 20	701,956 38	1,741,288 08		82,263 98
179,560 34	48,569 36	20,379 17	46,344 39	269,282 64	564,135 90	53,035 97	
222,886 43	55,141 33		109,803 41	383,956 13	771,787 30	176,719 12	
170,195 86	112,812 19	59,801 45	117,786 78	540,358 40	1,000,954 68	213,710 93	
100,034 33	46,427 82	25,053 15	37,636 52	252,361 24	461,513 06	114,002 32	
76,998 36	49,811 57	17,105 40	62,270 49	248,828 76	455,014 58	175,170 87	
54,000 23	22,885 71		26,771 14	255,564 44	359,621 52	182,690 77	
66,167 22	11,864 33		13,428 20	198,759 01	290,218 76	140,656 56	
34,199 10	11,976 11		5,488 08	334,666 46	326,329 75	302,790 58	
29,128 49	55,783 95	34,544 59	14,485 14	256,394 29	390,396 46	131,147 85	
84,666 68	36,596 81		12,342 52	632,383 10	765,989 11	515,713 86	
91,021 34	87,550 15	25,115 72	46,559 19	730,810 73	981,057 13	421,405 63	
18,375 57	8,211 42		1,218 12	84,733 38	112,538 49	55,840 45	
85,098 05	29,101 29		28,804 80	200,667 03	343,671 10	90,463 27	
95,250 38	29,387 81		36,787 86	290,063 71	451,489 76	183,343 14	
30,115 43	15,510 24		69,157 38	344,260 89	459,043 94	334,791 22	
20,222 03	10,346 45		537 72	128,539 76	159,645 96	115,504 62	
21,674 49	12,215 76		4,094 49	167,679 54	205,654 28	141,137 03	
13,753 72	7,251 04		1,323 64	372,580 48	394,908 88	355,861 63	
7,341 25	500 00			313,427 48	321,268 73	309,599 02	
6,876 82	668 50		446 00	161,203 94	169,195 26	153,496 28	
6,130 01	1,121 50		104 23	19,846 61	27,202 35	15,327 39	
2,595 48	215 00			65,459 00	68,269 48	61,249 60	
5,109 44	606 25		67 00	92,031 00	97,813 69	87,339 63	
9,171 36	2,748 75		471 15	9,666 00	22,057 26	6,145 41	
12,937 09	6,340 03		2 66	105,915 36	125,195 14	99,108 56	
257 00					257 00	58 13	
6,636 00	110,720 09	25,553 44	43,000 82		185,910 41	56,739 72	
5,114,671 59	3,259,793 62	1,385,695 76	2,084,196 00	12,589,438 43	24,434,065 40	5,712,509 31	2,840,345 32
							126,147 39
6,993 61	58,671 22			24,310 73	89,975 56	89,975 56	
5,121,665 20	3,318,464 84	1,385,965 76	2,084,196 00	12,613,749 16	24,524,040 96	5,802,484 87	2,714,197 93

in the above statement, viz:

Salaries and per diem of assistant superintendents of postal railway service .....	\$35,305 66
Excess of expenditures brought down .....	3,088,286 94
	<u>5,430,684 86</u>
Receipts on account of dead letters .....	7,999 00
Receipts on account of fines .....	18,616 63
Receipts on account of miscellaneous .....	10,359 09
Receipts on account of money-order business .....	443,359 63
Excess of transportation accrued .....	208,246 57
Total excess of expenditures over receipts .....	<u>4,742,765 94</u>
	<u>5,430,684 86</u>

J. J. MARTIN, Auditor.

No. 3.—Statement exhibiting, quarterly, the expenditures of the Post-Office Department, under their several heads, for the fiscal year ended June 30, 1872.

Expenditures.	Quarter ended September 30, 1871.	Quarter ended December 31, 1871.	Quarter ended March 31, 1872.	Quarter ended June 30, 1872.	Aggregate.
Compensation to postmasters..	\$1,271,976 38	\$1,281,469 50	\$1,282,453 21	\$1,285,766 11	\$5,121,665 20
Ship, steamboat, and way letters	3,536 71	1,390 83	3,936 20	1,147 32	7,011 06
Transportation of the mails...	3,566,130 84	3,920,602 64	3,963,860 71	4,097,226 34	15,547,890 53
Wrapping-paper .....	7,384 68	.....	13,110 00	8,169 00	28,683 68
Office-furniture .....	1,354 35	2,520 20	1,020 29	1,640 74	6,535 58
Advertising .....	27,162 34	9,461 12	8,551 02	7,937 85	53,112 33
Mail bags and catchers .....	36,345 57	73,855 19	44,731 66	36,241 58	191,174 00
Blank agents and assistants...	2,210 00	2,210 00	2,258 37	2,499 15	9,177 52
Mail-locks, keys, and stamps...	6,052 23	4,239 59	10,452 17	7,425 08	28,169 07
Mail deprecations and special agents.	32,058 18	33,271 99	31,369 70	35,056 60	131,776 47
Clerks for offices .....	679,071 92	684,633 82	698,156 77	723,391 12	2,785,253 63
Postage-stamps and stamped envelopes.	119,632 19	134,633 23	144,170 11	137,193 31	535,628 84
Compensation to letter-carriers	346,928 44	347,248 12	347,981 24	343,807 96	1,385,965 76
Miscellaneous .....	120,573 46	137,893 13	147,056 40	167,903 35	573,426 34
Miscellaneous account, British mails.	.....	68,000 53	.....	48,413 49	116,414 02
Miscellaneous account, Belgian mails.	1,783 13	.....	1,519 67	5,638 34	8,941 14
Miscellaneous account, North German Union mails.	57,662 74	.....	69,574 40	.....	127,237 14
Total .....	6,280,063 16	6,701,429 89	6,767,221 92	6,909,477 34	26,658,192 31

OFFICE OF THE AUDITOR OF THE TREASURY  
FOR THE POST-OFFICE DEPARTMENT, October 29, 1872.

J. J. MARTIN,  
Auditor.

No. 4.—Table exhibiting the receipts and expenditures of the Post-Office Department from July 1, 1836, to June 30, 1872.

Year.	Receipts.			Expenditures.
	Revenue.	Treasury grants.	Total.	
1837.....	\$4, 945, 668 21		\$4, 945, 668 21	\$3, 288, 319 03
1838.....	4, 238, 733 46		4, 238, 733 46	4, 430, 662 21
1839.....	4, 484, 656 70		4, 484, 656 70	4, 636, 536 31
1840.....	4, 543, 521 92		4, 543, 521 92	4, 718, 235 64
1841.....	4, 407, 726 27	\$482, 657 00	4, 890, 383 27	4, 499, 527 61
1842.....	4, 546, 849 65		4, 546, 849 65	5, 674, 751 80
1843.....	4, 296, 225 43		4, 296, 225 43	4, 374, 753 71
1844.....	4, 237, 287 83		4, 237, 287 83	4, 296, 512 70
1845.....	4, 289, 841 80		4, 289, 841 80	4, 320, 731 99
1846.....	3, 487, 199 35	750, 000 00	4, 237, 199 35	4, 076, 036 91
1847.....	3, 880, 309 23	12, 500 00	3, 892, 809 23	3, 979, 542 10
1848.....	4, 555, 211. 10	125, 000 00	4, 680, 211 10	4, 326, 850 27
1849.....	4, 705, 176 28		4, 705, 176 28	4, 479, 049 13
1850.....	5, 499, 984 86		5, 499, 984 86	5, 212, 953 43
1851.....	6, 410, 604 33		6, 410, 604 33	6, 278, 401 68
1852.....	5, 184, 526 84	1, 741, 444 44	6, 925, 971 28	7, 108, 459 04
1853.....	5, 240, 724 70	2, 255, 000 00	7, 495, 724 70	7, 982, 756 59
1854.....	6, 255, 586 22	2, 736, 748 96	8, 992, 335 18	8, 577, 424 12
1855.....	6, 642, 136 13	3, 114, 542 26	9, 756, 678 39	9, 968, 342 29
1856.....	6, 920, 821 66	3, 748, 881 56	10, 669, 703 22	10, 405, 286 36
1857.....	7, 353, 951 76	4, 528, 004 67	11, 881, 956 43	11, 508, 057 93
1858.....	7, 486, 792 86	4, 679, 270 71	12, 166, 063 57	12, 732, 470 01
1859.....	7, 968, 484 07	3, 915, 946 49	11, 884, 430 56	11, 458, 083 63
1860.....	8, 518, 067 40	11, 154, 167 54	19, 672, 234 94	19, 170, 609 99
1861.....	8, 349, 296 40	4, 639, 806 53	12, 989, 102 93	13, 606, 759 11
1862.....	8, 299, 820 90	2, 598, 953 71	10, 898, 774 61	11, 125, 364 13
1863.....	11, 163, 789 59	1, 007, 848 72	12, 171, 638 31	11, 314, 206 84
1864.....	12, 438, 253 78	749, 980 00	13, 188, 233 78	12, 644, 786 20
1865.....	14, 556, 158 70	3, 968 46	14, 560, 127 16	13, 694, 728 28
1866.....	14, 386, 986 21		14, 386, 986 21	15, 352, 079 30
1867.....	15, 237, 026 87	3, 991, 666 67	19, 228, 693 54	19, 235, 483 46
1868.....	16, 292, 600 80	5, 696, 525 00	21, 989, 125 80	22, 730, 592 65
1869.....	18, 344, 510 72	5, 707, 115 30	24, 051, 626 02	23, 698, 131 50
1870.....	19, 772, 220 65	4, 022, 140 85	23, 794, 361 50	23, 998, 837 63
1871.....	20, 037, 045 42	4, 126, 200 00	24, 163, 245 42	24, 390, 104 08
1872.....	21, 915, 426 37	4, 993, 750 00	26, 909, 176 37	26, 658, 192 31
	310, 893, 224 47	76, 782, 118 87	387, 675, 343 34	385, 943, 619 97

J. J. MARTIN, Auditor.

OFFICE OF THE AUDITOR OF THE TREASURY  
FOR THE POST-OFFICE DEPARTMENT, October 29, 1872.

No. 5.—Statement in detail of miscellaneous payments made by the Post-Office Department for the fiscal year ended June 30, 1872, exhibiting the sums placed to the credit of postmasters and others, and charged to miscellaneous account.

Date.	To whom allowed.	For what object.	Amount.
1871.			
Oct. 3	Aug. Schild.....	Postmaster, Fredericksburg, Texas, for printing in 2d quarter, 1871.	\$5 50
3	Thomas Blossom.....	Postmaster, Buffalo, N. Y., for repairing storm house in 1st quarter, 1871.	150 40
25	T. C. Phillips.....	Postmaster, Bay City, Mich., for fuel in 2d quarter, 1871....	12 50
Nov. 4	F. A. Eastman.....	Postmaster, Chicago, Ill., for printing, stationery, &c., in 3d quarter, 1871.	1, 412 80
13	S. Holton.....	Late postmaster, Seneca Falls, N. Y., for light, fuel, and miscellaneous items in 3d and 4th quarters, 1870, and 1st quarter, 1872.	90 84
24	John Batchelder.....	Postmaster, Lynn, Mass., for fuel in 3d quarter, 1871.....	15 00
24	G. E. Paine.....	Postmaster, Painesville, Ohio, for fuel in 3d quarter, 1871....	7 50
24	James Hunter.....	Late postmaster, Saint Joseph, Mo., for gas-fixtures, rent, &c., in 3d quarter, 1870.	373 46
24	N. B. Stone.....	Postmaster, San Francisco, Cal., for miscellaneous items in 1st quarter, 1871.	293 92
Dec. 29	R. J. Canan.....	Postmaster, Franklin, Pa., for rent in 1st quarter, 1871.....	100 00

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No. 5.—*Statement of miscellaneous payments made by the Department, &c.*—Continued.

Date.	To whom allowed.	For what object.	Amount.
1872.			
Jan. 5	J. B. Campbell .....	Postmaster, Fort Scott, Kan., for fuel in 3d quarter, 1871 ...	\$25 00
29	John Berry .....	Postmaster, Gardiner, Me., for rent in 3d quarter, 1871 .....	162 50
Feb. 24	T. B. Rickey .....	Postmaster, Salem, Oregon; for rent in 3d quarter, 1871 .....	100 00
Mar. 6	H. H. Hamlin .....	Postmaster, Augusta, Me., for a pair of trucks in 4th quarter, 1871.	8 00
14	Wallis Bull .....	Postmaster, West Meriden, Conn., for advertising mail arrangement in 4th quarter, 1871.	3 00
19	G. S. Merrill .....	Postmaster, Lawrence, Mass., for rent in 3d and 4th quarters, 1871.	200 00
May 3	W. B. Mason .....	Postmaster, Marietta, Ohio, for fuel in 3d and 4th quarters, 1871, and 1st quarter, 1872.	6 00
13	Mrs. M. F. Lowe .....	Postmaster, Xenia, Ohio, for light and fuel in 1st, 2d, and 4th quarters, 1869, 1st quarter, 1870, and 1st quarter, 1871.	103 47
22	D. Barwald .....	Postmaster, Americus, Ga., for light, fuel, and miscellaneous items in 4th quarter, 1871, and 1st quarter, 1872.	58 80
June 18	Thomas Kneil .....	Postmaster, Westfield, Mass., for light, fuel, and rent in 3d and 4th quarters, 1871.	189 57
18	C. J. Carr .....	Postmaster, Galesburgh, Ill., for light, fuel, and miscellaneous items in 4th quarter, 1871, and 1st quarter, 1872.	167 18
24	H. Bowen .....	Postmaster, Janesville, Wis., for light, fuel, and miscellaneous items in 3d and 4th quarters, 1871.	335 20
July 1	E. V. McMaken .....	Postmaster, Toledo, Ohio, for cleaning office in 1st quarter, 1872.	29 70
20	N. P. Trist .....	Postmaster, Alexandria, Va., for expenses incurred in attending suit of United States against John Taylor, surety for E. Cowan, late postmaster, Chatterton, Va.	4 50
Aug. 14	C. E. Brown .....	Late postmaster, Chillicothe, Ohio, for light, fuel, and rent in 3d and 4th quarters, 1871, and 1st quarter, 1872.	47 28
15	J. A. Wheeler .....	Postmaster, Kennebunkport, Me., for hire of a horse in 1st quarter, 1872.	2 50
15	E. A. Perrin .....	Postmaster, Pawtucket, R. I., for light in 1st quarter, 1872.	18 85
15	B. L. Winans .....	Postmaster, Covington, Ky., for light and miscellaneous items in 4th quarter, 1871, and 1st quarter, 1872.	12 90
24	P. W. Hall .....	Late postmaster, Calvert, Texas, for light and miscellaneous items in 3d quarter, 1871.	8 00
30	Horace Chapin .....	Late postmaster, Jacksonville, Ill., for rent in 3d quarter, 1872.	14
Sept. 14	R. A. White .....	Postmaster, Charlestown, Mass., for fuel in 3d and 4th quarters, 1871, and 1st and 2d quarters, 1872.	118 68
20	G. R. Smith .....	Late postmaster, Omaha, Neb., for light, fuel, and rent in 3d quarter, 1868, and 1st quarter, 1870.	269 67
21	B. D. Hopkins .....	Postmaster, Saint Albans, Vt., for fuel in 2d quarter, 1872.	45 11
30	G. F. Seward .....	United States consul-general, Shanghai, China, for light, fuel, rent, stationery, and labor.	2,931 35
30	C. O. Shepard .....	United States consul, Kanagawa, Japan, for light, fuel, rent, and stationery.	1,190 03
30	Lemuel Lyon .....	Late United States consul, Kanagawa, Japan, for light, fuel, rent, and stationery.	1,884 00

*Amounts paid by the Department on warrants, and charged to miscellaneous account.*

1871.			
Oct. 5	G. F. Nesbitt .....	New York, N. Y., for envelopes furnished during 4th quarter, 1871.	5,155 86
7	G. H. Reay .....	New York, N. Y., for dead-letter envelopes furnished the Department in 4th quarter, 1871.	963 87
30	J. S. Botsford .....	United States district attorney, Mo., for fees in sundry cases.	110 00
30	G. D. Chenoweth .....	Washington, D. C., for expenses incurred in the preparation and publication of post-route maps, including salaries of assistants to the topographer, for the month of October, 1871.	1,525 43
Nov. 4	F. H. Smith .....	New York, N. Y., for 5,000 pounds of hemp twine, furnished in October, 1871.	936 50
8	National Bank Note Company.	New York, N. Y., for blank drafts furnished the Department in November, 1871.	57 50
23	William Breeden .....	Clerk United States district court, Santa Fé, New Mexico, for fee in one case.	15 80
23	James McPherson .....	Clerk United States district court, Savannah, Ga., for fees in sundry cases.	193 20
23	Adam Peabody .....	Clerk United States district court, Jefferson City, Mo., for fees in two cases.	32 20
23	G. W. Wells .....	United States district attorney, Miss., for fees in six cases.	120 00
27	D. McClelland .....	Washington, D. C., for engraving copper plates, and printing from copper sheets, of post-route maps.	2,831 22
28	G. D. Chenoweth .....	Washington, D. C., for expenses incurred in the preparation and publication of post-route maps, including the salaries of the assistants to the topographer for the month of November, 1871.	1,237 77

No. 5.—*Amounts paid by the Department on warrants, &c.*—Continued.

Date.	To whom allowed.	For what object.	Amount.
1871. Dec. 7	Archibald Sterling..	United States district attorney, Baltimore, Md., for fee in one case.	\$20 00
18	G. D. Chenoweth ....	Washington, D. C., for incidental expenses incurred in the preparation and publication of post-route maps, including salaries of assistants to the topographer for the month of December, 1871.	1,327 09
19	Dominick Urban....	Late clerk United States circuit court, New Orleans, La., for fees in six cases.	117 80
20	G. M. Southworth....	Special agent Post Office Department, Jackson, Miss., for amount to reimburse him for advances to pay J. M. Brummel, attorney at law, for services in one case.	25 00
1872. Jan. 4	Morgan Envelope Company.	Springfield, Mass., for 509,600 registered - package envelopes furnished the Department in January, 1872.	5,223 40
6	G. H. Reay.....	New York, N. Y., for dead-letter envelopes furnished in January, 1872.	673 73
6	G. F. Nesbitt.....	New York, N. Y., for official envelopes furnished the Department in January, 1872.	6,674 06
10	Gould, Pearce & Co.	Cincinnati, O., for 10,000 pounds of cotton twine furnished January 5, 1872.	2,690 00
15	D. J. Baldwin .....	United States district attorney, Galveston, Texas, for fees in five cases.	85 00
27	G. D. Chenoweth ....	Washington, D. C., for incidental expenses incurred in the preparation and publication of post-route maps, including salaries of the topographer's assistants for the month of January, 1872.	1,092 68
Feb. 1	J. R. Beckwith .....	United States district attorney, New Orleans, La., for fee in one case.	20 00
9	F. H. Smith .....	New York, N. Y., for 5,000 pounds of hemp twine furnished in December, 1871.	936 50
21	Fairbanks & Company.	New York, N. Y., for 600 letter-balances furnished the Department in December, 1871.	1,115 00
27	G. D. Chenoweth ....	Washington, D. C., for incidental expenses incurred in the preparation and publication of post-route maps, including salaries of assistants to the topographer for the month of February, 1872.	1,189 80
Mar. 1	W. H. Smythe .....	United States marshal, Savannah, Ga., for fees in three cases.	138 00
11	National Bank Note Company.	New York, N. Y., for 5,000 impressions of blank drafts, and 2,500 impressions of blank warrants, and numbering and binding the same.	904 75
14	P. H. Morgan .....	Late United States district attorney, New Orleans, La., for fees in two cases.	20 00
14	Levi Jones.....	Clerk United States courts, Galveston, Texas, for fees in sundry cases.	68 70
14	Theo. Muffy .....	Clerk United States district court, Virginia City, Mont., for fees in sundry cases.	43 10
14	W. J. Points .....	Clerk United States circuit court, Harrisonburgh, Va., for fee in one case.	9 75
15	G. R. Hill .....	Clerk United States district court, Oxford, Miss., for fees in sundry cases.	72 71
27	G. D. Chenoweth ....	Washington, D. C., for incidental expenses incurred in the preparation and publication of post-route maps, including the salaries of assistants to the topographer for March, 1872.	1,171 03
29	E. P. Jacobson .....	United States district attorney, Mississippi, for fees in three cases.	60 00
April 5	G. H. Reay.....	New York, N. Y., for 300,000 dead-letter envelopes furnished in 1st quarter, 1872.	534 00
9	G. F. Nesbitt.....	New York, N. Y., for official envelopes furnished in 1st quarter, 1872.	8,631 73
13	J. S. Botsford .....	United States district attorney, Jefferson City, Mo., for fee in one case.	20 00
22	W. D. Dounton.....	Philadelphia, Pa., for 5,000 pounds hemp twine furnished in 1st quarter, 1872.	824 00
27	G. D. Chenoweth ....	Washington, D. C., for incidental expenses incurred in the preparation and publication of post-route maps, including the salaries of assistants to the topographer for the month of April, 1872.	1,130 28
27	J. H. Pierce .....	United States marshal, Oxford, Miss., for fees in sundry cases.	301 09
May 3	J. J. Byree .....	Late United States marshal, eastern district of Texas, for fees in sundry cases.	96 00
3	R. M. Daggett.....	Clerk United States district court, Nevada City, Nev., for fee in two cases.	16 70
18	National Bank Note Company.	New York, N. Y., for blank drafts furnished the Department in May, 1872.	577 50
21	Wells & Wilbur ....	Boston, Mass., for 10,000 pounds of cotton twine furnished in April, 1872.	2,986 00
28	G. D. Chenoweth ....	Washington, D. C., for incidental expenses incurred in the preparation and publication of post-route maps, including salaries of assistants to the topographer for May, 1872.	1,370 46

## No. 5.—Amounts paid by the Department on warrants, &amp;c.—Continued.

Date.	To whom allowed.	For what object.	Amount
1872.			
June 4	Wells & Wilbur ....	Boston, Mass., for 10,000 pounds cotton twine furnished in May, 1872.	\$2,986 00
4	W. D. Dounton.....	Philadelphia, Pa., for 5,000 pounds hemp twine furnished in May, 1872.	824 00
15	T. P. Robb .....	Washington, D. C., for services rendered in collecting \$18,450.31 of A. L. Harris, formerly special agent Post-Office Department.	1,000 00
18	D. T. Corbin .....	United States district attorney, Charleston, S. C., for fees in two cases.	40 00
18	E. P. Jacobson .....	United States district attorney, Jackson, Miss., for fees in six cases.	100 00
22	D. T. Corbin .....	United States district attorney, Charleston, S. C., for fees in four cases.	80 00
26	G. D. Chenoweth....	Washington, D. C., for incidental expenses incurred in the preparation and publication of post-route maps, including salaries of assistants to the topographer for the month of June, 1872.	1,281 34
26	D. McClelland .....	Washington, D. C., for engraving copper plates, and printing, from copper, sheets of post-route maps.	2,362 48
July 6	G. F. Nesbitt.....	New York, N. Y., for official envelopes furnished in 2d quarter, 1872.	6,238 02
13	S. B. Packard .....	United States marshal, La., for fees in nine cases.....	595 10
17	Adam Peabody .....	Late clerk United States circuit court, Mo., for fees in one case.	18 35
17	J. R. Beckwith .....	United States district attorney, New Orleans, La., for fees in four cases.	65 00
17	G. H. Reay .....	New York, N. Y., for dead-letter envelopes furnished in 2d quarter, 1872.	1,671 42
17	W. D. Dounton.....	Philadelphia, Pa., for 5,000 pounds hemp twine furnished in 3d quarter, 1872.	824 00
23	W. J. Points .....	Clerk United States circuit court, Harrisonburgh, Va., for fee in one case.	8 00
31	G. D. Chenoweth....	Washington, D. C., for incidental expenses incurred in the preparation and publication of post-route maps, including the salaries of assistants to the topographer for July, 1872.	1,419 86
Aug. 8	Wells & Wilbur ....	Boston, Mass., for 10,000 pounds cotton twine furnished in 3d quarter, 1872.	2,986 00
13	W. D. Dounton.....	Philadelphia, Pa., for 5,000 pounds hemp twine furnished in the 3d quarter, 1872.	824 00
13	L. D. Latimer .....	United States attorney for Cal., for fee in one case.....	10 00
13	John Blivens .....	Late United States marshal, northern district Miss., for fees in sundry cases.	270 61
20	William Breeden....	Clerk United States district court, Santa Fé, New Mexico, for fees in two cases.	20 25
28	G. D. Chenoweth....	Washington, D. C., for incidental expenses incurred in the preparation and publication of post-route maps, including the salaries of assistants to the topographer for the month of August, 1872.	1,346 72
31	L. S. B. Sawyer.....	Clerk United States circuit court, San Francisco, Cal., for fees in sundry cases.	196 70
Sept. 4	W. D. Dounton.....	Philadelphia, Pa., for 5,000 pounds of hemp twine furnished the Department in the 3d quarter, 1872.	824 00
12	G. D. Chenoweth....	Washington, D. C., for advances to pay salaries of assistants to the topographer for the half month ended September 15, 1872.	535 00
20	Fairbanks & Co.....	New York, N. Y., for letter-balances and repairing for the Department in 2d quarter, 1872.	873 75
20	C. T. Garland .....	United States attorney for Western Texas, for fees in five cases.	50 00
20	G. T. Swann .....	Clerk United States courts Jackson, Miss., for fees in sundry cases.	47 45
25	G. D. Chenoweth....	Washington, D. C., for incidental expenses incurred in the preparation and publication of post-route maps, including the salaries of the assistants to the topographer for the half month ended September 30, 1872.	792 55

No. 5.—*Amounts paid by the Department on drafts and charged to miscellaneous account.*

Date.	To whom allowed.	For what object.	Amount.
1871.			
Nov. 1	J. A. Jones .....	Clerk United States circuit court, Springfield, Ill., for fee in one case.	\$8 85
9	J. S. Elwell .....	Special agent Post-Office Department, for amount to reimburse him for cash paid for digging out safes from the ruins at Chicago, Ill.	24 00
16	Gould, Pearce & Co.	Cincinnati, Ohio, for 10,000 pounds of cotton-twine furnished in 4th quarter, 1871.	2,690 00
24	J. D. Pope .....	United States district attorney, Atlanta, Ga., for fees in five cases.	100 00
24	W. B. Smith .....	Clerk United States district court, Atlanta, Ga., for fees in two cases.	22 35
Dec. 5	The Morgan Envelope Company.	Springfield, Mass., for envelopes furnished the Department in the 4th quarter, 1871.	7,650 39
7	S. T. Carrow .....	United States marshal, Raleigh, N. C., for fees in sundry cases.	107 40
7	E. R. Campbell .....	Clerk United States court, Nashville, Tenn., for fees in sundry cases.	87 85
21	A. Hickenlooper ....	Late United States marshal, Cincinnati, Ohio, for fees in three cases.	34 30
1872.			
Jan. 15	H. H. Wells .....	United States district attorney, Richmond, Va., for fees in five cases.	105 00
15	R. McP. Smith .....	United States district attorney, Nashville, Tenn., for fee in one case.	20 00
15	J. H. Standish .....	United States district attorney, Grand Rapids, Mich., for fee in one case.	5 00
15	J. D. Pope .....	United States district attorney, Atlanta, Ga., for fees in two cases.	67 50
15	L. P. Waldo .....	Clerk United States district court, Hartford, Conn., for fee in one case.	3 73
17	J. D. Pope .....	United States district attorney, Atlanta, Ga., for fee in one case.	5 00
19	A. H. Horton .....	United States district attorney, Atchison, Kans., for fees in three cases.	60 00
24	A. B. Maynard .....	United States district attorney for services in the case of <i>The United States vs. Frederick Carlisle</i> .	500 00
Feb. 9	H. E. Hudson .....	United States Attorney, West Tenn., for fees in two cases.	40 00
13	D. B. Parker .....	United States marshal, Richmond, Va., for fees in two cases.	45 32
13	F. H. Smith .....	New York, N. Y., for 6,500 pounds hemp twine furnished the Department in 1st quarter, 1872.	1,217 45
21	Gould, Pearce & Co.	Cincinnati, Ohio, for 9,937 pounds cotton twine furnished in 1st quarter, 1872.	2,673 05
24	J. H. Huckleberry ..	United States district attorney, Fort Smith, Ark., for fees in two cases.	40 00
29	M. F. Pleasants .....	Clerk United States circuit court, Richmond, Va., for fees in sundry cases.	114 00
April 13	W. A. Merriwether ..	Clerk United States court, Louisville, Ky., for fee in one case.	20 65
13	J. O. Churchill .....	Clerk United States district court, Little Rock, Ark., for fees in two cases.	11 20
June 22	G. W. Wells .....	United States district attorney, Holly Springs, Miss., for fees in two cases.	40 00
July 1	Wells & Wilbur ....	Boston, Mass., for 10,000 pounds cotton twine furnished the Department in the 2d quarter, 1872.	2,986 00
3	D. J. Baldwin .....	United States district attorney, Galveston, Tex., for fee in one case.	20 00
16	M. F. Pleasants .....	Clerk United States circuit court, Richmond, Va., for fees in sundry cases.	34 22
18	J. C. Mills .....	United States marshal, Little Rock, Ark., for fees in two cases.	64 00
23	Levi Jones .....	Late clerk United States circuit court, Galveston, Tex., for fees in sundry cases.	80 06
25	M. P. Filmore .....	Clerk United States court, Buffalo, N. Y., for fees in sundry cases.	5 00
25	J. H. Pierce .....	United States marshal, Oxford, Miss., for fees in sundry cases.	116 18
Aug. 1	William Alexander ..	Late United States attorney, Austin, Tex., for fees in two cases.	40 00
7	G. R. Hill .....	Clerk United States district court, Oxford, Miss., for fees in sundry cases.	23 54
14	William Spence .....	United States marshal, Nashville, Tenn., for fee in one case.	14 50
14	R. Hastings .....	United States marshal, Cleveland, Ohio, for fee in one case.	13 90
27	The Morgan Envelope Company.	Springfield, Mass., for registered-package envelopes furnished the Department in the 4th quarter, 1871.	3,125 23
30	James Henry .....	United States marshal, Grand Rapids, Mich., for fees in sundry cases.	45 80
30	T. M. Brown .....	United States district attorney, Indianapolis, Ind., for fees in two cases.	40 00

No. 5.—*Amounts paid by the Department on drafts, &c.—Continued.*

Date.	To whom allowed.	For what object.	Amount.
1872. Aug. 30	D. H. Starbuck.....	United States district attorney, Salem, N. C., for fees in two cases.	\$40 00
30	G. W. Wells. ....	United States district attorney, Holly Springs, Miss., for fees in three cases.	65 00
Sept. 19	W. A. E. Tisdale ....	Clerk United States district court, Ark., for fee in one case.	14 90
25	Wells & Wilbur ....	Boston, Mass., for 10,000 pounds of cotton twine furnished in the 3d quarter, 1872.	2,986 00

*Amount allowed to the postmasters at the principal offices of the United States for incidental expenses of such offices, actually and necessarily incurred, such as rent, fuel, stationery, lights, office, repairs, printing, gas-fixtures, &c.*

Third quarter, 1871 .....	\$89,740 58
Fourth quarter, 1871 .....	110,310 37
First quarter, 1872 .....	117,991 45
Second quarter, 1872 .....	137,437 41
Total .....	<u>455,479 81</u>
Total miscellaneous payments .....	<u>\$573,426 34</u>

J. J. MARTIN, *Auditor.*

OFFICE OF THE AUDITOR OF THE TREASURY  
FOR THE POST-OFFICE DEPARTMENT, *October 29, 1872.*

No. 6.—Statement showing the transactions of the money-order office of the United States for the fiscal year ended June 30, 1872.

States and Territories.	Number of orders issued.	Balance from last year.	Amount of orders issued.	Revenue.		Drafts and deposits received.	Balance due postmasters.	Transferred from postage fund.	Transferred from Swiss fund.	Transferred from British fund.
				Total fees received.	Premiums.					
Alabama.....	35,816	\$13,243 18	\$748,576 73	\$5,050 45	\$191 81	\$229,798 00	.....	\$1,675 37	\$204 00	\$3,817 00
Arizona Territory.....	2,489	4,466 19	100,869 85	5,533 10	.....	.....	.....	.....	.....	1,290 75
Arkansas.....	48,571	29,603 85	825,232 30	4,894 10	.....	381,658 00	.....	945 62	.....	2,139 50
California.....	95,094	13,485 30	307,443 30	7,681 15	.....	1,044,817 00	\$11 89	2,870 04	1,401 60	26,151 35
Colorado Territory.....	13,222	4,445 36	306,329 89	1,975 85	.....	65,140 33	17 51	227 00	80 50	9,591 48
Connecticut.....	46,069	7,105 74	794,208 57	5,967 00	7 01	374,161 79	9 37	16,366 40	776 51	27,774 25
Dakota Territory.....	1,063	1,776 38	38,777 55	250 75	.....	200 00	4 68	129 00	.....	25 25
Delaware.....	1,097 39	1,097 39	125,211 72	969 30	.....	969 30	6 28	2,712 00	74 00	1,648 40
District of Columbia.....	90,353	7,739 41	437,057 61	2,532 30	.....	941,979 60	.....	.....	.....	5,877 00
Florida.....	37,895	22,794 50	706,835 95	5,540 15	.....	120,925 00	.....	276 35	3,792 50	2,963 52
Georgia.....	37,967	43,556 59	743,062 21	5,213 40	9 00	751,945 00	.....	3,464 30	.....	5,343 54
Idaho Territory.....	3,779	8,892 20	125,444 99	36,388 80	.....	.....	76 51	.....	117 00	779 75
Illinois.....	288,575	55,563 51	4,734,145 61	26,589 80	.....	4,213,413 79	181 45	51,232 55	1,901 67	61,000 56
Indiana.....	156,820	27,170 25	2,888,970 05	19,930 50	.....	907,754 70	134 04	21,236 87	1,941 95	8,430 69
Iowa.....	93,335 45	23,335 45	2,928,297 35	20,533 58	.....	573,686 74	90 67	23,571 74	2,434 26	6,418 91
Kansas.....	22,352 92	1,136,736 21	5,260 00	5,260 00	.....	543,679 00	237 38	17,740 47	242 60	2,202 22
Kentucky.....	52,614	14,751 09	910,862 36	6,905 65	.....	569,958 00	30 00	21,020 06	567 20	4,352 37
Louisiana.....	32,603 78	32,603 78	867,236 20	4,274 50	.....	1,034,239 57	.....	13,811 89	946 53	8,346 97
Maine.....	40,105	9,200 80	867,769 05	4,270 55	.....	483,657 00	651 09	.....	.....	27,653 91
Maryland.....	34,104	9,720 63	646,924 60	15,614 15	.....	682,567 00	10 56	4,770 59	2,037 00	7,232 84
Massachusetts.....	91,454	21,661 30	1,802,473 96	12,590 00	.....	1,322,367 53	247 84	42,166 75	1,474 13	73,914 04
Michigan.....	123,012	46,972 52	2,319,375 18	17,257 10	.....	1,242,736 44	139 85	32,609 94	311 18	16,051 89
Minnesota.....	13,475 82	13,475 82	57,069 63	7,396 90	.....	435,351 00	76 16	10,568 22	271 00	2,360 81
Mississippi.....	36,506	9,129 34	741,240 14	5,277 80	.....	300 00	.....	578 95	75 35	13,978 91
Missouri.....	112,256	28,148 54	2,095,839 17	15,241 00	5 92	2,150,949 17	71 55	24,633 22	2,418 63	13,531 62
Montana Territory.....	3,535	6,246 50	157,558 48	746 75	.....	706,996 50	.....	87 00	30 00	2,132 63
Nebraska.....	26,951	11,445 51	553,776 03	3,794 15	.....	312 00	47 89	.....	893 00	1,889 50
Nevada.....	67,599	2,449 39	250,141 53	1,458 18	.....	72,250 00	151 85	11,032 00	15 00	6,512 32
New Hampshire.....	37,689	3,732 03	504,664 47	3,675 35	.....	66,500 00	135 87	24,669 27	1,948 00	7,330 39
New Jersey.....	35,045	5,977 16	662,219 35	4,763 30	.....	.....	.....	329 27	.....	36,922 19
New Mexico Territory.....	3,674	.....	5,792 84	17 00	.....	.....	.....	.....	60,860 58	113,710 71
New York.....	186,184	203,294 46	3,213,060 03	24,065 50	.....	12,117,307 09	383 78	57,645 03	87 00	57,770 00
North Carolina.....	32,026	9,720 85	696,327 40	4,687 50	.....	88,329 39	18 75	5,577 00	81 00	40,638 68
Ohio.....	204,526	34,664 51	3,388,637 86	28,139 10	.....	2,602,030 14	948 49	46,709 84	2,813 88	40,638 68
Oregon.....	21,856	21,856 67	338,328 27	2,465 00	.....	338,336 00	.....	2,950 59	32 00	2,763 90
Pennsylvania.....	158,993	38,701 10	2,902,625 90	20,269 50	.....	1,765,419 52	379 12	60,732 42	844 00	67,050 40
Rhode Island.....	13,925	9,563 80	266,820 54	1,868 40	.....	67,067 00	.....	3,510 00	189 10	19,013 35
South Carolina.....	56,025	17,011 82	422,659 01	2,951 45	.....	291,071 80	55 04	616 37	2,505 05	637 00
Tennessee.....	56,025	17,011 82	1,215,567 89	8,367 78	.....	1,174,709 67	.....	3,898 90	5,138 07	5,068 00
Texas.....	31,429	34,115 89	855,410 37	5,174 15	.....	2,500 00	.....	.....	892 25	5,601 44

No. 6.—Statement showing the transactions of the money-order office, &amp;c.—Continued.

States and Territories.	Number of orders issued.	Balance from last year.	Amount of orders issued.	Revenue.		Drafts and deposits received.	Balance due post-masters.	Transferred from postage fund.	Transferred from Swiss fund.	Transferred from British fund.
				Total fees received.	Premiums.					
Utah Territory.....	4,732	\$3,187 00	\$141,293 96	\$823 85	.....	\$600 00	.....	\$575 00	\$363 00	\$4,333 00
Vermont.....	27,534	5,419 27	489,350 63	3,624 65	.....	58,450 00	\$63 25	7,913 90	43 00	4,447 90
Virginia.....	45,019	14,198 02	932,901 15	6,406 55	.....	1,068,957 00	16 46	9,483 40	337 99	3,224 75
Washington Territory.....	4,929	2,687 09	154,010 84	6,940 82	.....	6,260 00	.....	2,200 00	.....	1,535 00
West Virginia.....	20,523	3,895 28	353,713 56	2,700 75	.....	47,225 00	50 02	866 68	14 00	2,360 22
Wisconsin.....	141,878	51,425 58	2,668,705 32	19,075 95	.....	1,740,317 00	123 87	7,183 59	1,463 33	10,669 80
Wyoming Territory.....	2,753	67,624 42	67,624 42	486 15	.....	.....	.....	.....	.....	129 45
Total.....	2,573,349	970,978 98	48,515,532 72	350,285 66	\$213 74	40,810,475 97	4,596 22	581,977 20	94,141 59	657,028 06

States and Territories.	Number of orders paid.	Amount of orders paid.	Amount of orders re-paid.	Transferred to postage fund.	Transferred to Swiss fund.	Transferred to British fund.	Deposited.	Expenses.	Commissions and clerk-hire.	Balance due the United States.	Miscellaneous items.
Alabama.....	13,163	\$306,692 89	\$7,094 65	\$668 37	\$353 00	\$264 69	\$666,051 33	\$526 10	\$2,886 98	\$18,018 53	.....
Arizona Territory.....	202	7,280 26	6,849 13	.....	.....	8 00	89,771 00	.....	195 85	8,995 75	.....
Arkansas.....	8,342	256,576 96	6,762 76	51,120 85	.....	119 54	895,437 15	1,217 15	2,281 56	31,187 38	.....
California.....	22,125	751,787 41	10,173 37	.....	576 95	392 71	1,578,903 00	149 80	7,752 93	14,087 30	\$18 46
Colorado Territory.....	5,268	148,572 39	2,368 15	200 00	.....	50 00	224,772 53	115 85	3,832 64	11,271 63	.....
Connecticut.....	43,492	754,849 58	5,468 41	750 00	.....	715 85	454,000 64	59 00	3,686 53	6,821 95	25 28
Dakota Territory.....	4,477	12,005 19	184 17	.....	.....	81 00	97,259 74	.....	113 56	519 95	.....
Delaware.....	4,385	87,060 30	826 36	378 22	.....	132 00	49,368 00	.....	540 86	1,278 37	5 23
District of Columbia.....	22,721	448,581 98	2,406 36	.....	.....	93 00	949,759 00	5 65	3,625 36	12,982 58	.....
Florida.....	5,914	169,358 78	4,321 70	19 48	.....	64 00	563,813 98	103 87	1,603 28	15,032 63	.....
Georgia.....	25,742	533,117 70	5,834 09	218 00	54 48	220 99	925,704 43	55 60	2,407 87	46,455 15	16 54
Idaho Territory.....	460	17,371 77	5,890 37	.....	.....	55 54	114,935 00	371 48	286 12	6,051 96	.....
Illinois.....	316,152	5,365,138 40	37,325 42	4,708 42	116 43	5,466 54	3,613,183 21	3,863 04	20,746 28	106,370 20	134 00
Indiana.....	82,309	1,583,474 43	17,327 19	8,122 65	227 35	1,414 83	1,931,269 28	430 74	9,447 28	34,146 17	89 13
Iowa.....	92,038	1,977,746 96	21,292 67	3,417 57	978 98	3,014 25	1,587,507 00	119 80	11,468 57	34,643 59	109 34
Kansas.....	39,616	1,066,692 53	9,063 84	.....	370 36	3,331 14	706,533 49	76 90	5,331 97	19,836 87	135 00
Kentucky.....	44,791	926,776 79	6,638 39	12,585 00	16 00	5,766,710 94	506,710 94	95 60	3,729 17	11,651 92	12 05
Louisiana.....	24,750	716,143 16	5,651 52	250 00	264 00	130 32	999,292 92	10 00	3,519 81	42,885 77	14 07
Maine.....	44,367	848,313 96	4,172 97	559 67	.....	653 72	511,655 00	99 92	3,656 67	9,133 56	458 98
Maryland.....	52,736	1,275,049 96	3,665 10	130 00	.....	181 58	264,390 00	.....	4,384 55	7,602 18	16 85
Massachusetts.....	145,772	2,515,742 87	14,039 37	450 00	.....	1,515 87	912,059 37	2,377 15	10,720 42	21,990 20	49 83
Michigan.....	443	1,780,072 53	18,178 87	.....	291 84	1,332 88	1,821,088 73	128 42	9,391 90	43,517 96	29 56
Minnesota.....	32,768	713,806 57	8,467 03	425 00	183 90	1,312 88	751,943 00	58 40	3,959 62	21,517 96	12 38
Mississippi.....	6,229	167,654 46	5,809 46	.....	.....	574 40	565,850 63	127 08	1,957 33	15,747 13	.....

Missouri.....	140,307	3,125,357 64	17,913 46	1,838 75	890 28	1,021 70	1,144,093 40	335 33	11,832 43	22,485 95	149 88
Montana Territory.....	1,370	46,486 56	1,833 00	.....	.....	29 73	109,169 00	405 50	467 80	8,578 97	.....
Nebraska.....	21,447	436,017 24	3,871 39	245 00	731 75	968 39	852,736 09	34 35	2,335 77	18,444 73	1 35
Nevada.....	1,153	42,360 39	2,915 35	.....	.....	143 00	194,832 00	27 75	436 60	3,261 03	.....
New Hampshire.....	20,415	397,831 11	2,959 20	1,954 00	.....	211 00	191,804 00	29 30	2,219 42	5,536 52	327 09
New Jersey.....	30,528	560,744 32	5,365 82	.....	108 21	895 76	205,016 59	112 85	2,868 51	7,874 45	183 61
New Mexico Territory.....	103	3,311 60	796 26	.....	.....	.....	15,253 80	.....	47 25	7,790 20	.....
New York.....	516,023	7,720,746 49	32,635 99	414,111 79	50,756 56	475,684 61	6,866,625 94	2,210 65	28,780 90	222,463 63	351 02
North Carolina.....	11,377	245,979 01	5,224 61	6,104 22	53 84	695 02	534,439 61	21 60	2,176 87	10,860 24	.....
Ohio.....	256,753	4,378,957 35	27,131 46	6,735 96	1,432 00	1,833 56	1,870,957 88	103 91	15,524 23	43,397 61	458 34
Oregon.....	4,667	161,130 85	2,253 97	.....	35 00	35 00	419,221 00	2 05	13,996 13	20,527 43	.....
Pennsylvania.....	194,870	3,166,330 39	22,977 69	4,186 99	868 50	2,764 84	1,378,252 13	1,122 21	13,475 15	32,879 53	132 13
Rhode Island.....	9,170	206,224 55	2,050 99	30 00	.....	18 00	167,715 00	10 00	1,995 14	2,119 89	9 18
South Carolina.....	10,047	279,958 73	2,124 80	2,368 00	713 00	50 01	436,758 90	16 50	1,695 61	6,773 24	58 19
Tennessee.....	42,977	933,193 82	8,530 94	.....	218 00	398 79	597,205 68	1,107 26	4,896 21	34,948 30	32 17
Texas.....	8,975	238,136 14	6,445 97	.....	1 00	47 59	84,262 50	2,450 02	1,915 83	21,971 74	.....
Utah Territory.....	1,888	61,135 06	753 81	.....	.....	126 12	212,456 77	3 75	4,227 42	4,548 43	.....
Vermont.....	17,892	346,013 84	2,640 28	245 26	126 00	1,305 91	1,207,815 00	78 53	2,074 09	6,000 30	2 45
Virginia.....	33,232	798,103 14	5,709 78	.....	.....	.....	96,289 00	8 25	3,740 41	18,422 88	4 41
Washington Territory.....	1,656	66,457 25	872 97	.....	31 79	124 24	251,303 97	.....	1,466 33	3,799 75	.....
West Virginia.....	9,142	174,772 07	2,269 25	36 68	.....	.....	251,303 97	.....	1,231 65	5,506 78	549 08
Wisconsin.....	104,567	2,209,278 92	22,041 20	383 42	997 50	2,340 96	2,212,400 00	179 14	10,097 96	41,249 93	75 51
Wyoming Territory.....	485	14,021 88	419 85	.....	.....	.....	53,330 00	.....	177 07	686 86	.....
Total.....	2,568,350	48,042,405 88	377,229 09	524,195 30	60,500 95	514,240 19	41,120,100 71	19,995 64	224,525 99	1,098,535 62	3,490 77

J. J. MARTIN, Auditor.

OFFICE OF THE AUDITOR OF THE TREASURY  
FOR THE POST-OFFICE DEPARTMENT, October 20, 1872.



No. 7.—*Statement of receipts and disbursements of the money-order office for the fiscal year ended June 30, 1872.*

## RECEIPTS.

Balance in hands of postmasters June 30, 1871 .....	\$970, 978 98
Amount received for money-orders issued .....	48, 515, 532 72
Amount received for fees .....	350, 285 66
Amount received for premiums, &c .....	213 74
Amount received for deposits and drafts .....	40, 810, 475 97
Amount due postmasters .....	4, 596 22
Amount transferred from postage fund .....	581, 977 20
Amount transferred from Swiss fund .....	94, 141 59
Amount transferred from British fund .....	657, 028 06
Total .....	<u>91, 985, 230 14</u>

## DISBURSEMENTS.

Amount of money-orders paid .....	\$48, 042, 405 88
Amount of money-orders repaid .....	377, 239 09
Amount transferred to postage fund .....	524, 195 30
Amount transferred to Swiss fund .....	60, 500 95
Amount transferred to British fund .....	514, 240 19
Amount deposited at first-class offices .....	41, 120, 100 71
Amount paid for incidental expenses .....	19 995 64
Amount paid for clerks and commissions .....	224, 525 99
Miscellaneous items .....	3, 490 77
Balance in hands of postmasters June 30, 1872 .....	1, 098, 535 62
Total .....	<u>91, 985, 230 14</u>

J. J. MARTIN,  
*Auditor.*

OFFICE OF THE AUDITOR OF THE TREASURY  
FOR THE POST-OFFICE DEPARTMENT, *October 29, 1872.*

No. 8.—*Statement of revenue accrued to the money-order office for the fiscal year ended June 30, 1872.*

Total amount of fees received .....	\$350, 285 66
Total amount of premiums .....	213 74
Total .....	<u>350, 499 40</u>
Commissions and clerk-hire allowed .....	\$224, 525 99
Lost remittances allowed .....	3, 861 00
Incidental expenses allowed .....	16, 134 64
Net revenue .....	<u>-105, 977 77</u>
Total .....	<u>350, 499 40</u>

J. J. MARTIN,  
*Auditor.*

OFFICE OF THE AUDITOR OF THE TREASURY  
FOR THE POST-OFFICE DEPARTMENT, *October 29, 1872.*

No. 9.—Statement of receipts and disbursements of the money-order office with the United Kingdom of Great Britain and Ireland, from October 1, 1871, to June 30, 1872.

States and Territories.	Number of or- ders issued.	Amount of or- ders issued.	Revenue, total.	Balance due postmasters.	Transferred from order fund.	Number of or- ders paid.	Amount of or- ders paid.	Amount of or- ders repaid.	Transferred to domestic funds.	Amount paid to the Kingdom of Great Britain and Ireland.	Amount paid for exchange.	Commissions and clerk-hire.	Balance in hands of postmasters.
Alabama.....	196	\$3,746.62	\$102.00	\$0.20	\$264.69	12	\$293.16	.....	\$3,817.00	.....	.....	\$1.17	\$2.18
Arizona Territory.....	29	1,262.50	31.75	.....	8.00	1	8.08	.....	1,290.75	.....	.....	3.17	25
Arkansas.....	68	2,179.65	59.25	.....	119.54	10	173.44	.....	2,129.50	.....	.....	5.84	49.66
California.....	1,282	27,004.25	790.00	2.34	392.71	84	1,539.45	\$38.95	26,151.35	.....	.....	31.58	428.37
Colorado Territory.....	1,393	9,913.30	271.50	7.41	50.00	26	5,592.33	.....	9,591.49	.....	.....	14.51	73.89
Connecticut.....	1,671	28,582.12	878.50	4.88	715.85	125	2,000.77	111.05	27,774.25	.....	.....	39.17	166.11
Dakota Territory.....	2	95.00	75	.....	81.00	1	96.61	.....	27,774.25	.....	.....	12	49.77
Delaware.....	110	1,883.04	58.75	3.08	132.90	17	401.17	31.60	1,648.40	.....	.....	5.70	.....
District of Columbia.....	323	6,144.73	185.25	.....	93.00	28	515.24	30.00	5,877.00	.....	.....	7.43	24.28
Florida.....	97	9,915.10	78.25	86	64.00	3	63.98	.....	9,962.32	.....	.....	.....	5.20
Georgia.....	243	5,496.50	153.00	46	230.99	30	532.13	.....	5,343.54	.....	.....	2.36	866.35
Idaho Territory.....	25	296.69	22.75	1.29	55.54	5	134.16	.....	779.75	.....	.....	.....	329.57
Illinois.....	3,469	72,059.03	114.00	6.58	5,466.54	864	17,667.14	59.96	61,000.56	.....	.....	52.14	230.23
Indiana.....	416	9,160.38	277.75	5.80	1,414.83	96	2,063.18	28.00	8,420.69	.....	.....	11.52	79.22
Iowa.....	190	3,730.79	108.00	1.42	3,014.25	198	4,242.67	52.25	6,418.91	.....	.....	20.16	.....
Kansas.....	231	3,607.66	139.50	55	3,531.14	224	5,069.75	.....	2,902.22	.....	.....	6.52	53
Kentucky.....	355	8,982.62	248.00	.....	383.87	42	893.16	12.00	4,352.37	.....	.....	1.77	55.86
Louisiana.....	801	27,434.41	719.00	35.59	653.72	47	944.34	.....	27,653.91	.....	.....	63.84	210.05
Maine.....	465	8,185.64	253.50	3.72	181.56	51	915.92	.....	7,232.84	.....	.....	8.10	38.43
Massachusetts.....	4,459	80,030.32	4,482.00	5.52	1,515.87	509	9,445.92	57.13	73,914.04	.....	.....	310.84	174.85
Michigan.....	889	18,296.35	532.75	7.19	1,352.77	179	3,731.10	77.00	16,054.89	.....	.....	31.63	294.44
Minnesota.....	133	3,529.77	74.50	1.24	1,312.86	158	1,366.85	.....	2,360.81	.....	.....	4.42	159.31
Mississippi.....	64	1,410.35	40.00	1.30	574.40	31	651.31	25.00	978.91	.....	.....	4.08	366.75
Missouri.....	821	17,238.46	496.75	1.83	1,621.70	224	5,173.87	.....	13,831.62	.....	.....	12.62	339.63
Montana Territory.....	58	2,080.25	54.25	.....	29.73	1	20.73	.....	2,132.63	.....	.....	95	109.65
Nebraska.....	198	6,602.45	76.75	15	968.39	74	1,605.62	25.00	1,899.50	.....	.....	7.97	49.17
Nevada.....	233	6,435.92	183.00	86	143.00	3	56.03	140.00	6,512.32	.....	.....	5.26	169.29
New Hampshire.....	408	7,512.69	220.00	1.14	211.00	22	413.95	31.60	7,292.39	.....	.....	19.60	104.56
New Jersey.....	459	40,191.99	1,270.25	24.76	895.76	272	5,075.45	196.46	36.93	.....	.....	83.10	637.67
New York.....	8,303	152,634.79	4,720.25	2.90	478,684.61	2,236	37,470.83	700.83	113,210.71	.....	.....	7,619.11	274.07
North Carolina.....	30	152,587.70	17.00	4.49	478,684.61	2,236	37,470.83	700.83	113,210.71	.....	.....	7,619.11	274.07
Ohio.....	2,345	43,474.67	1,306.50	5.43	1,833.56	286	6,605.92	61.75	40,638.68	.....	.....	3.08	1.15
Oregon.....	2,102	2,834.10	78.50	.....	55.00	8	153.33	.....	2,783.80	.....	.....	41.38	47.80
Pennsylvania.....	4,612	77,018.31	2,373.35	13.85	2,764.84	740	14,288.09	185.75	67,050.40	.....	.....	2.67	546.32
Rhode Island.....	1,108	19,613.36	606.50	5.30	2,180.00	60	1,160.35	48.92	19,013.35	.....	.....	20.03	51
South Carolina.....	28	829.50	22.50	1.38	50.01	7	155.51	.....	19,013.35	.....	.....	2.08	118.80

No. 9.—Statement of receipts and disbursements of the money-order office with the United Kingdom of Great Britain and Ireland, &amp;c.—Continued.

States and Territories.	Number of or- ders issued.	Amount of or- ders issued.	Revenue, total.	Balance due postmasters.	Transferred from domestic money- order fund.	Number of or- ders paid.	Amount of or- ders paid.	Amount of or- ders repaid.	Transferred to domestic money- order funds.	Amount paid to the Kingdom of Great Britain and Ireland.	Amount paid for exchange.	Commissions and clerk-hire.	Balance in hands of postmasters.
Tennessee.....	278	\$5,475 15	\$163 25	.....	\$196 47	25	\$641 87	\$30 00	\$5 098 00	.....	.....	\$3 74	\$61 26
Texas.....	234	5,700 85	160 50	\$1 13	398 70	32	680 52	55 00	5,601 44	.....	.....	2 69	1 62
Utah Territory.....	307	5,391 38	163 50	.....	47 59	58	1,187 77	.....	4,333 00	.....	.....	16 43	65 27
Vermont.....	180	4,507 87	132 50	1 08	126 12	113	1,149 49	30 00	4,447 90	.....	.....	11 55	145 70
Virginia.....	185	3,788 40	109 00	41	1,305 91	68	1,941 21	30 00	3,224 75	.....	.....	5 53	2 18
Washington Territory.....	46	1,908 76	46 50	90	.....	5	1,117 76	.....	1,835 00	.....	.....	5 04	36
West Virginia.....	123	2,322 88	68 50	1 09	124 94	9	150 88	.....	2,360 23	.....	.....	2 06	9 55
Wisconsin.....	515	10,973 73	318 50	2 81	2,340 86	133	2,633 48	127 10	10,669 80	.....	.....	16 87	188 75
Wyoming Territory.....	7	126 75	3 75	.....	.....	.....	.....	.....	129 45	.....	.....	.....	73
Total.....	38,713	747,426 08	22,466 85	152 04	514,240 19	7,036	133,810 83	2,402 46	657,028 06	\$427,277 49	\$48,665 36	8,638 71	6,474 25

J. J. MARTIN, Auditor.

OFFICE OF THE AUDITOR OF THE TREASURY  
FOR THE POST-OFFICE DEPARTMENT, October 29, 1872.

No. 10.—*Statement of receipts and disbursements of the money-order office with the United Kingdom of Great Britain and Ireland for the fiscal year ended June 30, 1872.*

## RECEIPTS.

Amount of orders issued.....	\$747, 426 88
Amount of fees received.....	22, 466 85
Balances due postmasters.....	152 04
Amount transferred from domestic money-order fund.....	514, 240 19
Total.....	<u>1, 284, 285 16</u>

## DISBURSEMENTS.

Amount of orders paid.....	\$133, 810 83
Amount of orders repaid.....	2, 402 46
Amount transferred to domestic money-order fund.....	657, 028 06
Amount paid United Kingdom.....	474, 737 70
Amount paid for incidental expenses.....	1, 205 15
Amount paid for commissions and clerk-hire.....	8, 626 71
Balance in hands of postmasters June 30, 1872.....	6, 474 25
Total.....	<u>1, 284, 285 16</u>

J. J. MARTIN,  
*Auditor.*

OFFICE OF THE AUDITOR OF THE TREASURY  
FOR THE POST-OFFICE DEPARTMENT, *October 29, 1872.*

NOTE.—The revenue statement which should accompany the above cannot be supplied, in consequence of the failure of the London office to reply to our letters of August 23 and September 19 last.

No. 11.—Statement of receipts and disbursements of the money-order office with Switzerland for the fiscal year ended June 30, 1872.

States and Territories.	Number of orders issued.	Balance from last year.	Amount of orders issued.	Revenue—total.	Balance due post-masters.	Transferred from domestic money-order fund.	Number of orders paid.	Amount of orders paid.	Amount of orders repaid.	Transferred to domestic money-order fund.	Amount paid to Switzerland.	Amount paid for exchange, &c.	Amount allowed for commissions.	Balance in hands of postmasters.	Miscellaneous items.
Alabama.....	4	\$50 00	\$106 00	\$1 20		\$353 00	12	\$304 50		\$304 00			\$0 85	\$0 85	
Arkansas.....															
California.....	40	289 86	1,201 00	11 45		576 95	18	631 87		1,401 60			33	25 46	
Colorado.....	3	50 00	78 25	9 25		4 73	2	54 73		80 50					
Connecticut.....	13	232 73	537 43	7 50						776 81				85	
Delaware.....	1	59 32	15 00	10						74 00			03	39	
District of Columbia.....	127	56 44	3,754 27	43 25			5	61 95		3,792 00				01	
Florida.....		55 50												55 50	
Georgia.....															
Idaho.....	3		116 00	1 25	\$0 03	54 46	2	54 46					13	28	
Illinois.....	61	437 80	1,816 40	96 10	03	116 43	19	478 16		117 00			27	43 75	
Indiana.....	59	120 08	1,802 38	19 00		227 35	7	234 36	\$11 80	1,904 67			29	80 41	
Iowa.....	65	129 30	2,349 00	17 15	03	978 98	33	1,033 19		2,434 26			3 87	69	
Kansas.....	8		326 00	2 70	11	370 36	16	453 76		242 60			94	97	\$0 45
Kentucky.....			596 60	8 05		16 00	3	52 60		567 20				85	
Louisiana.....	22	365 40	574 00	8 35	21 47	264 00	9	266 03		946 53			21	45	
Maine.....		50 00												50 00	
Maryland.....	30	997 31	1,070 35	13 25	21 45		2	64 87		2,037 00			05	44	
Massachusetts.....	38	350 00	1,111 63	12 60						1,474 13				10	
Michigan.....	15	210 31	1,173 71	3 55		291 64	10	332 69		1,311 18			05	35 49	
Minnesota.....	14	35 70	245 50	5 45		183 90	7	183 75		271 00			58	14 89	
Mississippi.....	2		75 00	1 40						75 35			16	89	
Missouri.....	75	411 58	2,171 00	28 70	2 32	880 38	37	1,058 21	10 00	2,418 63			4 33	12 68	03
Montana.....															
Nebraska.....	1		29 85	75		731 75	20	731 75		303 00				60	
Nevada.....	23	50 49	741 05	11 93						803 00				47	
New Hampshire.....	1		15 00	10						15 00				07	
New Jersey.....	66	166 82	1,924 45	15 80		108 21	11	265 83		1,948 00			12	33	
New York.....	2,070	9,709 86	55,633 94	629 60		50,756 56	90	2,265 83	331 79	60,860 58	\$46,053 24	\$5,197 66	21	2,050 65	
North Carolina.....		88 87				53 84	2	53 71		87 00			13	1 87	
Ohio.....	98	658 54	2,852 34	30 95	22	1,432 00	70	2,103 66		2,313 88			1 42	54 79	30
Oregon.....	1	28 89	30 85	15						32 00					
Pennsylvania.....	43	200 30	883 40	9 20		868 50	1	42 79		814 00			81	35 46	
Rhode Island.....	6	45 00	142 50	2 30		109 50	4	109 50		189 10				70	
South Carolina.....															
Tennessee.....	88	80 21	2,607 67	30 75	33	713 00	30	870 32		2,505 05			5 09	51 17	
Texas.....	15	50 00	2,740 00	12 50		218 00	5	217 96		2,802 25			62		

Utah.....	9	371 00	355 10	4 80	1 00				363 00		1 43	18
Vermont.....		43 17							43 00			17
Virginia.....	13	142 62	262 85	3 40	126 00	2	85 37	38 48	357 89		27	51 76
West Virginia.....	1	11 16	3 00	10 08	31 79	1	31 95		14 00		08	10
Wisconsin.....	58	223 01	1,208 40	16 00	997 30	30	946 40		1,463 33		3 53	31 52
Wyoming.....												19
Total.....	3,099	15,364 57	85,579 92	961 63	60,500 85	490	14,101 35	393 07	94,141 59	5,197 66	26 11	2 20

J. J. MARTIN, Auditor.

OFFICE OF THE AUDITOR OF THE TREASURY  
FOR THE POST-OFFICE DEPARTMENT, October 29, 1872.

No. 12.—*Statement of receipts and disbursements of the money-order office with Switzerland for the fiscal year ended June 30, 1872.*

## RECEIPTS.

Balance in hands of postmasters June 30, 1871 .....	\$15,384 57
Amount of orders issued .....	85,579 92
Fees received .....	981 63
Balance due postmasters .....	46 13
Transferred from domestic money-order fund .....	60,500 95
Total .....	<u>162 493 20</u>

## DISBURSEMENTS.

Amount of orders paid .....	\$14,101 35
Amount of orders repaid .....	393 07
Transferred to domestic money-order fund .....	94,141 59
Amount paid Switzerland .....	51,163 15
Amount paid for incidental expenses .....	57 75
Amount allowed for commissions .....	26 11
Miscellaneous items .....	2 20
Balance in hands of postmasters June 30, 1872 .....	2,607 98
Total .....	<u>162,493 20</u>

J. J. MARTIN,  
*Auditor.*OFFICE OF THE AUDITOR OF THE TREASURY  
FOR THE POST-OFFICE DEPARTMENT, *October 29, 1872.*No. 13.—*Statement of revenue accrued on money-order transactions with Switzerland for the fiscal year ended June 30, 1872.*

Balance in hands of postmasters June 30, 1872 .....	\$2,607 98
Excess of transfers to domestic money-order fund .....	33,640 64
Total .....	<u>36,248 62</u>
Amount paid Switzerland October 1, 1872 .....	\$35,509 52
*Net revenue .....	739 10
Total .....	<u>36,248 62</u>

J. J. MARTIN,  
*Auditor.*OFFICE OF THE AUDITOR OF THE TREASURY  
FOR THE POST OFFICE DEPARTMENT, *October 29, 1872.*

\* The amount of \$1,607.59 should be added to the above sum and deducted from the revenue reported last year; that amount pertaining to last year's business having been paid after the report had been submitted for the fiscal year 1871.

No. 14.—Amount of letter-postage on British mails received in and sent from the United States during the fiscal year ended June 30, 1872.

## RECEIVED.

Lines.	Unpaid.	Unpaid distributed.	Paid.	Paid distributed.	Total.
Cunard line .....	\$15,485 15	\$17,216 78	.....	\$136,768 93	\$169,470 86
Dale or Inman line .....	8,749 05	11,216 14	.....	84,476 99	104,441 48
North German Lloyd, of Bremen .....	6,572 65	8,941 74	.....	45,409 53	60,924 22
Canadian line .....	3 08	24	.....	124 30	127 62
Liverpool and Great Western Steam Company .....	110 08	13 06	.....	12 90	136 04
Hamburg American Packet Company .....	10 70	4 84	.....	1 34	16 88
Transient steamers .....	124 24	4 80	.....	15 56	144 60
Total .....	31,054 95	37,397 60	.....	266,809 15	335,261 70
Amount received .....	68,452 55	.....	\$266,809 15	.....	.....

## SENT.

Lines.	Paid.	Paid distributed.	Paid stamps.	Unpaid.	Total.
Cunard line .....	.....	\$8,534 29	.....	\$297 76	\$8,832 05
Hamburg American Packet Company .....	\$370 00	54,242 92	.....	4,850 48	59,463 40
North German Lloyd, of Bremen .....	32 26	9,385 50	.....	1,209 31	10,627 07
Canadian line .....	.....	10,014 86	.....	449 46	10,464 32
Dale or Inman line .....	816 78	125,115 87	.....	11,057 38	136,990 03
Liverpool and Great Western Steam Company .....	270 31	122,623 38	.....	6,575 57	129,469 26
Total .....	1,489 35	329,916 82	.....	24,439 96	355,846 13
Amount sent .....	331,406 17	.....	.....	24,439 96	.....

Amount collected in the United States .....	\$399,858 72
Amount collected in the United Kingdom .....	291,249 11
Total .....	691,107 83
Excess collected in the United States .....	\$108,609 61
Increase compared with last fiscal year .....	126,920 24

J. J. MARTIN, Auditor.

OFFICE OF THE AUDITOR OF THE TREASURY  
FOR THE POST-OFFICE DEPARTMENT, October 29, 1872.

17 P M



No. 15.—Amount of letter-postage on German Union mails received in and sent from the United States during the fiscal year ended June 30, 1872.

## RECEIVED.

Lines.	Unpaid.	Unpaid distributed.	Paid.	Paid distributed.	Total.
Cunard line, via England.....	\$4,342 87	\$31,640 91	.....	\$17,391 00	\$53,374 78
Dale line, via England .....	4,164 70	25,387 68	.....	13,936 87	43,489 25
North German Lloyd, of Bremen, via England.....	4,237 59	27,532 34	.....	14,511 67	46,281 60
Hamburg-American Packet Company, via France .....	132 70	778 10	.....	432 58	1,343 38
North German Lloyd, of Bremen, direct..	3,372 82	7,848 12	.....	38,383 01	49,603 95
Hamburg-American Packet Company, direct .....	3,870 62	10,280 71	.....	35,712 71	49,864 04
Hamburg-American Packet Company, from Stettin .....	7 56	35 04	.....	183 54	226 14
Baltic Lloyd, direct from Stettin .....	8 76	22 92	.....	189 20	226 88
Total.....	20,137 62	103,531 82	.....	120,740 58	244,410 02
Amount received.....	123,669 44	.....	\$120,740 58	.....	.....

## SENT.

Lines.	Paid.	Paid distributed.	Paid stamps.	Unpaid.	Total.
Dale line, via England .....	\$188 34	\$48,551 48	.....	\$2,379 67	\$51,119 49
Liverpool and Great Western Steam Company, via England .....	65 22	41,250 60	.....	3,791 75	45,107 57
North German Lloyd, of Bremen, via England .....	.....	1,434 34	.....	49 89	1,484 23
Hamburg-American Packet Company, via England .....	.....	8,154 88	.....	176 86	8,331 74
North German Lloyd, of Bremen, direct..	637 87	60,528 99	.....	12,977 68	74,164 54
Hamburg-American Packet Company, direct .....	560 35	52,673 43	.....	9,314 39	62,548 17
Baltic Lloyd, direct to Stettin.....	.....	165 60	.....	9 84	175 44
Total .....	1,471 78	212,759 32	.....	28,700 08	242,931 18
Amount sent .....	214,231 10	.....	.....	28,700 08	.....

Amount collected in the United States .....	\$337,900 54
Amount collected in the German Union.....	149,440 66
Total .....	487,341 20
Excess collected in the United States .....	\$188,459 88
Decrease compared with the last fiscal year.....	39,806 98

J. J. MARTIN, Auditor.

OFFICE OF THE AUDITOR OF THE TREASURY  
FOR THE POST-OFFICE DEPARTMENT, October 29, 1872.

No. 16.—*Amount of letter-postage collected on French mails received in and sent from the United States during the fiscal year ended June 30, 1872.*

## RECEIVED.

Lines.	Unpaid.	Unpaid distributed.	Paid.	Paid distributed.	Total.
Hamburg-American Packet Company...	\$1,292 90	\$1,216 80	.....	.....	\$2,509 70
North German Lloyd, of Bremen.....		10 70	.....	.....	10 70
French Steamship Company.....	3,321 30	3,583 40	.....	.....	6,904 70
Total.....	4,614 20	4,810 90	.....	.....	9,425 10
Amount received .....	9,425 10	.....	.....	.....	.....

## SENT.

Lines.	Paid.	Paid distributed.	Paid stamps.	Unpaid.	Total.
Hamburg-American Packet Company...	\$89 50	\$6,469 30	.....	.....	\$6,558 80
French Steamship Company.....		6,687 60	.....	.....	6,687 60
North German Lloyd, of Bremen.....		5 60	.....	.....	5 60
Total.....	89 50	13,162 50	.....	.....	13,252 00
Amount sent.....	13,252 00	.....	.....	.....	.....

Amount collected in the United States..... \$22,677 10  
 Amount collected in France..... Unknown.

Total collected in the United States..... 22,677 10

Increase compared with last fiscal year..... \$16,203 50

No treaty in operation with France during the fiscal year.

J. J. MARTIN, Auditor.

OFFICE OF THE AUDITOR OF THE TREASURY  
 FOR THE POST-OFFICE DEPARTMENT, October 29, 1872.

No. 17.—*Amount of letter-postage collected on Belgium mails received in and sent from the United States during the fiscal year ended June 30, 1872.*

## RECEIVED.

Lines.	Unpaid.	Unpaid distributed.	Paid.	Paid distributed.	Total.
Cunard line .....	\$198 34	\$213 85	.....	\$2, 434 06	\$2, 846 25
Dale or Inman line .....	137 82	176 60	.....	1, 679 46	1, 993 88
North German Lloyd, of Bremen .....	128 13	167 15	.....	1, 590 38	1, 885 66
Total .....	464 29	557 60	.....	5, 703 90	6, 725 79
Amount received .....	1, 021 89	.....	\$5, 703 90	.....	.....

## SENT.

Lines.	Paid.	Paid distributed.	Paid stamps.	Unpaid.	Total.
Dale or Inman line .....	\$50 00	\$2, 542 88	.....	\$618 44	\$3, 211 32
Liverpool and Great Western Steam Co .....	12 60	1, 833 90	.....	303 25	2, 149 75
North German Lloyd, of Bremen .....	.....	211 55	.....	62 57	274 12
Hamburg-American Packet Company .....	9	1, 575 59	.....	244 84	1, 820 52
Cunard line .....	38	58 67	.....	3 55	62 60
Total .....	63 07	6, 222 59	.....	1, 232 65	7, 518 31
Amount sent .....	6, 285 66	.....	.....	1, 232 65	.....
Amount collected in the United States .....	.....	.....	.....	.....	\$7, 307 55
Amount collected in Belgium .....	.....	.....	.....	.....	6, 936 55
Total .....	.....	.....	.....	.....	14, 244 10
Excess collected in the United States .....	.....	.....	.....	.....	\$371 00
Increase compared with last fiscal year .....	.....	.....	.....	.....	200 34

J. J. MARTIN, Auditor.

OFFICE OF THE AUDITOR OF THE TREASURY  
FOR THE POST-OFFICE DEPARTMENT, October 29, 1872.

No. 18.—*Amount of letter-postage on Netherlands mails received in and sent from the United States during the fiscal year ended June 30, 1872.*

## RECEIVED

Lines.	Unpaid.	Unpaid distributed.	Paid.	Paid distributed.	Total.
Cunard line .....	\$715 35	\$93 90	.....	\$1, 821 32	\$2, 630 57
Dale or Inman line .....	1, 095 30	110 59	.....	2, 124 61	3, 330 50
North American Lloyd, of Bremen .....	867 35	112 58	.....	1, 964 91	2, 944 84
Total .....	2, 678 00	317 07	.....	5, 910 84	8, 905 91
Amount received .....	2, 995 07	.....	\$5, 910 84	.....	.....

## SENT

Lines.	Paid.	Paid distributed.	Paid stamps.	Unpaid.	Total.
Dale or Inman line .....	.....	\$4, 957 80	.....	\$581 60	\$5, 539 40
Liverpool and Great Western Steam Co. ....	.....	4, 353 60	.....	369 30	4, 722 90
North German Lloyd, of Bremen .....	.....	492 00	.....	49 10	541 10
Hamburg-American Packet Company .....	.....	2, 758 10	.....	318 70	3, 076 80
Total .....	.....	12, 561 50	.....	1, 318 70	13, 880 20
Amount sent .....	\$12, 561 50	.....	.....	1, 318 70	.....
Amount collected in the United States .....	.....	.....	.....	.....	\$15, 556 57
Amount collected in the Netherlands .....	.....	.....	.....	.....	7, 229 54
Total .....	.....	.....	.....	.....	22, 786 11
Excess collected in the United States .....	.....	.....	.....	.....	\$8, 327 03
Increase compared with last fiscal year .....	.....	.....	.....	.....	4, 280 99

OFFICE OF THE AUDITOR OF THE TREASURY  
FOR THE POST-OFFICE DEPARTMENT, October 29, 1872.

J. J. MARTIN, Auditor.

No. 19.—*Amount of letter-postage collected on Switzerland mails received in and sent from the United States during the fiscal year ended June 30, 1872.*

## RECEIVED.

Lines.	Unpaid.	Unpaid distributed.	Paid.	Paid distributed.	Total.
Cunard line .....	\$1,594 10	\$345 75	.....	\$5,094 00	\$7,033 85
Dale or Inman line .....	1,300 65	208 00	.....	4,066 56	5,515 15
North German Lloyd, of Bremen .....	944 56	216 85	.....	3,372 60	4,534 01
Total .....	3,839 31	770 60	.....	12,473 10	17,083 01
Amount received .....	4,609 91	.....	\$12,473 10	.....	.....

## SENT.

Lines.	Paid.	Paid distributed.	Paid stamps.	Unpaid.	Total.
Dale or Inman line .....	.....	\$5,580 20	.....	\$1,349 00	\$6,929 20
Liverpool and Great Western Steam Co .....	.....	3,900 10	.....	913 10	4,813 20
North German Lloyd, of Bremen .....	.....	474 60	.....	121 00	595 60
Hamburg-American Packet Company .....	.....	3,372 60	.....	791 60	4,164 20
Total .....	.....	13,327 50	.....	3,174 70	16,502 20
Amount sent .....	\$13,327 50	.....	.....	3,174 70	.....

Amount collected in the United States .....	\$17,937 41
Amount collected in Switzerland .....	15,647 80
Total .....	33,585 21
Excess collected in the United States .....	\$2,289 61
Increase compared with last fiscal year .....	3,880 53

OFFICE OF THE AUDITOR OF THE TREASURY  
FOR THE POST-OFFICE DEPARTMENT, *October 29, 1872.*

J. J. MARTIN, *Auditor.*

No. 20—Amount of letter-postage collected on Italian mails received in and sent from the United States during the fiscal year ended June 30, 1872.

## RECEIVED.

Lines.	Unpaid.	Unpaid distributed.	Paid.	Paid distributed.	Total.
Cunard line .....	\$505 24	\$1, 191 39	.....	\$3, 701 03	\$5, 397 66
Dale or Inman line .....	452 00	924 04	.....	2, 638 42	4, 014 46
North German Lloyd, of Bremen .....	668 85	1, 560 83	.....	4, 176 95	6, 406 63
Total .....	1, 626 09	3, 676 26	.....	10, 516 40	15, 818 75
Amount received .....	5, 302 35	.....	.....	10, 516 40	.....

## SENT.

Lines.	Paid.	Paid distributed.	Paid stamps.	Unpaid.	Total.
Dale or Inman line .....	.....	\$4, 141 31	.....	\$352 33	\$4, 493 64
Liverpool and Great Western Steam Co. ....	.....	3, 499 20	.....	285 87	3, 785 07
North German Lloyd, of Bremen .....	.....	381 80	.....	30 09	411 89
Hamburg-American Packet Company .....	.....	2, 076 42	.....	219 99	2, 296 41
Total .....	.....	10, 098 73	.....	888 28	10, 987 01
Amount sent .....	\$10, 098 73	.....	.....	888 28	.....

Amount collected in the United States .....	\$15, 401 08
Amount collected in Italy .....	11, 404 68
Total .....	26, 805 76
Excess collected in the United States .....	\$3, 996 40
Increase compared with last fiscal year .....	5, 811 28

J. J. MARTIN, Auditor.

OFFICE OF THE AUDITOR OF THE TREASURY  
FOR THE POST-OFFICE DEPARTMENT, October 29, 1872.

No. 21.—*Amount of letter-postage collected on Danish mails received in and sent from the United States during the fiscal year ended June 30, 1872.*

## RECEIVED.

Lines.	Unpaid.	Unpaid distributed.	Paid.	Paid distributed.	Total.
Hamburg-American Packet Company ...	\$634 88	\$142 54	.....	\$1,195 88	\$1,973 30
Dale or Luman line .....	28 15	5 81	.....	76 16	110 12
North German Lloyd, of Bremen .....	600 19	124 16	.....	1,083 53	1,807 88
Total .....	1,263 22	272 51	.....	2,355 57	3,891 30
Amount received .....	1,535 73	.....	\$2,355 57	.....	.....

## SENT.

Lines.	Paid.	Paid distributed.	Paid stamps.	Unpaid.	Total.
Hamburg-American Packet Company ...	.....	\$623 22	.....	\$191 56	\$814 78
North German Lloyd, of Bremen .....	.....	231 28	.....	137 00	368 28
Total .....	.....	854 50	.....	328 56	1,183 06
Amount sent .....	\$854 50	.....	.....	328 56	.....

Amount collected in Denmark ..... \$2,684 13  
 Amount collected in the United States ..... 2,390 23

Total ..... 5,074 36

Excess collected in Denmark ..... \$293 90

Convention with Denmark went into operation January 1, 1872.

J. J. MARTIN, Auditor.

OFFICE OF THE AUDITOR OF THE TREASURY  
 FOR THE POST-OFFICE DEPARTMENT, October 29, 1872.

No. 22.—*Amount of letter-postage collected on Norway, Sweden, and Denmark mails received in and sent from the United States during the fiscal year ended June 30, 1872, (to January 1, 1872.)*

## RECEIVED.

Line.	Unpaid.	Unpaid distributed	Paid.	Paid distributed.	Total.
Baltic Lloyd.....				\$17 28	\$17 28
Total.....				17 28	17 28
Amount received.....			\$17 28		

## SENT.

Line.	Paid.	Paid distributed.	Paid stamps.	Unpaid.	Total.
Baltic Lloyd.....		\$187 70			\$187 70
Total.....		187 70			187 70
Amount sent.....	\$187 70				
Amount collected in the United States.....					\$187 70
Amount collected in Norway, Sweden, and Denmark.....					17 28
Total.....					204 98
Excess collected in the United States.....					170 42
Mails sent after January 1, 1872, under convention with Denmark.....					

J. J. MARTIN, Auditor.

OFFICE OF THE AUDITOR OF THE TREASURY  
FOR THE POST-OFFICE DEPARTMENT, October 29, 1872.

No. 23.—*Amount of letter-postage collected on Spanish mails sent from the United States during the fiscal year ended June 30, 1872.*

## SENT.

Line.	Paid.	Paid distributed.	Paid stamps.	Unpaid.	Total.
Hamburg-American Packet Company.....		\$27 40			\$27 40
Total.....		27 40			27 40
Amount sent.....	\$27 40				

Amount collected in the United States..... \$27 00

No account of the mails received has been reported to this office.

J. J. MARTIN, Auditor.

OFFICE OF THE AUDITOR OF THE TREASURY  
FOR THE POST-OFFICE DEPARTMENT, October 29, 1872.



No. 24.—Amount of letter-postage collected on European mails received in and sent from the United States during the fiscal year ended June 30, 1872.

## RECEIVED.

Countries.	Unpaid.	Unpaid distributed.	Paid.	Paid distributed.	Total.
The United Kingdom.....	\$31,054 95	\$37,397 60	.....	\$266,809 15	\$335,261 70
The German Union.....	20,137 62	103,531 82	.....	120,740 58	244,410 02
France.....	4,614 20	4,810 90	.....	.....	9,425 10
Belgium.....	464 29	557 60	.....	5,703 90	6,725 79
Netherlands.....	2,678 00	317 07	.....	5,910 84	8,905 91
Switzerland.....	3,839 31	770 60	.....	12,473 10	17,083 01
Italy.....	1,626 09	3,676 26	.....	10,516 40	15,818 75
Denmark.....	1,263 22	272 51	.....	2,355 57	3,891 30
Sweden, Norway, and Denmark.....	.....	.....	.....	17 28	17 28
Spain.....	.....	.....	.....	.....	.....
<b>Total.....</b>	<b>65,677 68</b>	<b>151,334 36</b>	.....	<b>424,526 82</b>	<b>641,538 86</b>
<b>Amount received.....</b>	<b>217,012 04</b>	.....	<b>\$424,526 82</b>	.....	.....

## SENT.

Countries.	Paid.	Paid distributed.	Paid stamps.	Unpaid.	Total.
The United Kingdom.....	\$1,469 35	\$329,916 82	.....	\$24,439 96	\$355,846 13
The German Union.....	1,471 78	212,759 32	.....	23,700 08	242,931 18
France.....	89 50	13,162 50	.....	.....	13,252 00
Belgium.....	63 07	6,222 59	.....	1,232 65	7,518 31
Netherlands.....	.....	12,561 50	.....	1,318 70	13,880 20
Switzerland.....	.....	13,327 50	.....	3,174 70	16,502 20
Italy.....	.....	10,098 73	.....	888 28	10,987 01
Denmark.....	.....	854 50	.....	328 50	1,183 06
Sweden, Norway, and Denmark.....	.....	187 70	.....	.....	187 70
Spain.....	.....	27 40	.....	.....	27 40
<b>Total.....</b>	<b>3,113 70</b>	<b>599,118 56</b>	.....	<b>60,082 93</b>	<b>662,315 19</b>
<b>Amount sent.....</b>	<b>602,232 26</b>	.....	.....	<b>60,082 93</b>	.....

Amount collected in the United States..... \$819,244 30  
Amount collected in Europe..... 484,609 75

**Total..... 1,303,854 05**

Excess collected in the United States..... \$334,634 55  
Increase compared with last fiscal year..... 122,796 64

OFFICE OF THE AUDITOR OF THE TREASURY  
FOR THE POST-OFFICE DEPARTMENT, October 29, 1872.

J. J. MARTIN, Auditor.

No. 25.—*Number and weight of letters and weight of newspapers, &c., exchanged between the United States and the United Kingdom, in British mails, during the fiscal year ended June 30, 1872.*

Lines.	Letters.				Newspapers, &c.			
	Received.		Sent.		Received.		Sent.	
	<i>Rates.</i>	<i>Wt. in ozs.</i>	<i>Rates.</i>	<i>Wt. in ozs.</i>	<i>Lbs.</i>	<i>Ozs.</i>	<i>Lbs.</i>	<i>Ozs.</i>
Cunard line .....	2, 692, 801	836, 462½	128, 378	39, 460½	232, 147	11	10, 235	10½
Dale or Inman line .....	1, 615, 670	517, 899½	2, 101, 870	693, 962½	166, 861	08½	171, 123	07½
Liverpool and Great Western Steam Company .....	1, 205	404½	2, 073, 747	679, 724½	.....	.....	153, 509	15½
North German Lloyd, of Bremen	944, 243	297, 656½	164, 020	54, 011	107, 741	15	15, 480	09½
Canadian line .....	2, 106	736½	170, 448	52, 190½	.....	5 04½	12, 338	05
Hamburg-American Packet Co.	1, 157	053½	930, 570	307, 339	.....	.....	76, 293	14½
Private steamships .....	1, 603	537½	.....	.....	.....	.....	.....	.....
Total .....	5, 187, 785	1, 653, 750½	5, 569, 033	1, 826, 687½	598, 756	07½	438, 981	15
Increase compared with last fiscal year .....	946, 731	347, 501½	1, 020, 315	342, 142½	110, 158	15½	107, 624	06

J. J. MARTIN, Auditor.

OFFICE OF THE AUDITOR OF THE TREASURY  
FOR THE POST-OFFICE DEPARTMENT, October 29, 1872.

No. 26.—*Number and weight of letters and weight of newspapers, &c., exchanged between the United States and the German Union (in closed mails through England and France and by direct steamer) during the fiscal year ended June 30, 1872.*

Lines.	Letters.				Newspapers, &c.	
	Received.		Sent.		Received.	Sent.
	<i>Rates.</i>	<i>Grams.</i>	<i>Rates.</i>	<i>Grams.</i>	<i>Grams.</i>	<i>Grams.</i>
Cunard line, via England ...	413, 303	3, 873, 498	.....	.....	2, 756, 590	.....
Dale or Inman line, via Eng- land .....	344, 030	3, 253, 142	589, 168	5, 579, 505	1, 481, 259	7, 969, 825
North German Lloyd, of Bremen, via England .....	356, 712	3, 281, 987	13, 648	130, 874	2, 117, 815	167, 129
Hamburg-American Packet Company, via France .....	11, 465	112, 430	.....	.....	62, 895	.....
North German Lloyd, of Bremen, direct .....	688, 897	6, 530, 743	1, 026, 098	9, 655, 459	6, 992, 774	30, 126, 588
Hamburg-American Packet Company, direct .....	684, 313	6, 453, 029	896, 208	8, 436, 119	6, 801, 384	20, 266, 026
Baltic Lloyd, direct .....	3, 487	32, 642	2, 839	25, 288	4, 659	1, 274
Liverpool and Great West- ern Steam Co., via England .....	.....	.....	541, 598	5, 129, 481	.....	4, 769, 049
Hamburg-American Packet Company, via England .....	.....	.....	76, 106	725, 192	.....	859, 458
Total .....	2, 502, 207	23, 537, 471	3, 145, 665	29, 681, 918	20, 217, 376	64, 159, 349
Compared with last fiscal year, increase .....	455, 031	Not stated.	706, 864	Not stated.	694, 745	Stated in pounds.

J. J. MARTIN, Auditor.

OFFICE OF THE AUDITOR OF THE TREASURY  
FOR THE POST-OFFICE DEPARTMENT, October 29, 1872.

No. 27.—*Number and weight of letters and weight of newspapers, &c., exchanged between the United States and France during the fiscal year ended June 30, 1872.*

Lines.	Letters.				Newspapers, &c.	
	Received.		Sent.		Received.	Sent.
	<i>Rates.</i>	<i>Grams.</i>	<i>Rates.</i>	<i>Grams.</i>	<i>Grams.</i>	<i>Grams.</i>
Hamburg-American Packet Co..	25, 097	183, 386	65, 588	601, 746	42, 446	6, 183, 608
North German Lloyd, of Bremen.	107	749	056	432	.....	.....
French Steamship Company .....	69, 047	530, 520	66, 876	573, 009	717, 804	2, 937, 857
Total .....	94, 251	714, 655	132, 520	1, 175, 187	760, 250	9, 121, 465
Increase compared with last fiscal year .....	76, 869	Not given.	85, 175	Not given.	Not given.	Not given.

These mails were sent to and received direct from France—no treaty in operation during the fiscal year.

J. J. MARTIN, Auditor.

OFFICE OF THE AUDITOR OF THE TREASURY  
FOR THE POST-OFFICE DEPARTMENT, October 29, 1872.

No. 28.—*Number of rates and weight of letters and weight of printed matter exchanged between the United States and Belgium during the fiscal year ended June 30, 1872.*

Lines.	Letters.				Newspapers, &c.	
	Received.		Sent.		Received.	Sent.
	<i>Rates.</i>	<i>Grams.</i>	<i>Rates.</i>	<i>Grams.</i>	<i>Grams.</i>	<i>Grams.</i>
Cunard line.....	26, 303	239, 695	626	5, 969	774, 668	32, 595
Dale or Inman line.....	18, 623	167, 922	30, 948	288, 901	571, 397	883, 928
North German Lloyd, of Bremen.	17, 720	155, 200	2, 642	24, 666	662, 263	72, 304
Liverpool and Great Western Steam Company .....	.....	.....	20, 277	189, 119	.....	587, 017
Hamburg-American Packet Co..	.....	.....	17, 851	160, 122	.....	546, 556
Total .....	62, 646	563, 017	72, 344	668, 797	2, 008, 328	2, 122, 400
Compared with last { Decrease. fiscal year. { Increase.	5, 394	Not stated.	6, 870	Not stated.	Not stated.	Not stated.

J. J. MARTIN, Auditor.

OFFICE OF THE AUDITOR OF THE TREASURY  
FOR THE POST-OFFICE DEPARTMENT, October 29, 1872.

No. 29.—*Number of rates and weight of letters and weight of newspapers, &c., exchanged between the United States and the Netherlands during the fiscal year ended June 30, 1872.*

Lines.	Letters.				Newspapers, &c.	
	Received.		Sent.		Received.	Sent.
	<i>Rates.</i>	<i>Grams.</i>	<i>Rates.</i>	<i>Grams.</i>	<i>Grams.</i>	<i>Grams.</i>
Cunard line.....	23, 426	223, 220	.....	.....	299, 551	.....
Dale line.....	29, 169	264, 149	55, 394	606, 212	419, 012	793, 055
Liverpool and Great Western Steam Company .....	.....	.....	47, 229	539, 843	.....	379, 653
North German Lloyd, of Bremen.	26, 121	238, 501	5, 411	60, 642	394, 887	63, 082
Hamburg-American Packet Co..	.....	.....	30, 768	336, 454	.....	310, 864
Total .....	78, 716	725, 870	138, 802	1, 543, 151	1, 113, 450	1, 546, 654
Compared with last { Decrease. fiscal year. { Increase.	844	Not stated.	45, 844	Not stated.	Not stated.	Not stated.

J. J. MARTIN, Auditor.

OFFICE OF THE AUDITOR OF THE TREASURY  
FOR THE POST-OFFICE DEPARTMENT, October 29, 1872.

No. 30.—Number of rates and weight of letters and weight of newspapers, &c., exchanged between the United States and Switzerland during the fiscal year ended June 30, 1872.

Lines.	Letters.				Newspapers, &c.	
	Received.		Sent.		Received.	Sent.
	Rates.	Grams.	Rates.	Grams.	Grams.	Grams.
Cunard line.....	64, 003	526, 592			898, 995	
Dale line.....	50, 340	388, 718	69, 292	626, 471	497, 926	2, 378, 106
Liverpool and Great Western Steam Company.....			48, 132	429, 178		1, 250, 328
North German Lloyd, of Bremen.	41, 639	341, 507	5, 956	53, 524	745, 523	217, 233
Hamburg-American Packet Co..			41, 642	368, 746		1, 199, 088
Total.....	155, 982	1, 256, 817	165, 022	1, 477, 919	2, 142, 444	5, 044, 755
Increase compared with last fiscal year.....	18, 193	Not stated.	21, 182	Not stated.	Not stated.	Not stated.

J. J. MARTIN, Auditor.

OFFICE OF THE AUDITOR OF THE TREASURY  
FOR THE POST-OFFICE DEPARTMENT, October 29, 1872.

No. 31.—Number of rates and weight of letters and weight of newspapers, &c., exchanged between the United States and Italy during the fiscal year ended June 30, 1872.

Lines.	Letters.				Newspapers, &c.	
	Received.		Sent.		Received.	Sent.
	Rates.	Grams.	Rates.	Grams.	Grams.	Grams.
Cunard line.....	48, 128	354, 875			532, 495	
Dale line.....	35, 483	268, 504	45, 673	380, 329	379, 969	1, 504, 854
Liverpool and Great Western Steam Company.....			37, 733	318, 605		1, 006, 570
North German Lloyd, of Bremen.	56, 377	432, 668	4, 113	32, 322	681, 809	129, 524
Hamburg-American Packet Com- pany.....			22, 821	193, 388		652, 563
Total.....	139, 988	1, 056, 047	110, 340	924, 644	1, 594, 273	3, 293, 511
Increase compared with last fis- cal year.....	33, 002	Not stated.	22, 913	Not stated.	Not stated.	Not stated.

J. J. MARTIN, Auditor.

OFFICE OF THE AUDITOR OF THE TREASURY  
FOR THE POST-OFFICE DEPARTMENT, October 29, 1872.

No. 32.—Number of rates and weight of letters and weight of newspapers, &c., exchanged between the United States and Denmark during the fiscal year ended June 30, 1872.

Lines.	Letters.				Newspapers, &c.	
	Received.		Sent.		Received.	Sent.
	Rates.	Grams.	Rates.	Grams.	Grams.	Grams.
Hamburg-American Packet Company.....	23, 778	207, 610	10, 849	99, 636	177, 740	136, 551
North German Lloyd, of Bremen.....	21, 828	192, 780	4, 722	45, 378	184, 405	98, 032
Dale or Inman line.....	1, 404	12, 550			10, 200	
Total.....	47, 010	412, 940	15, 571	145, 014	372, 345	234, 583

Convention with Denmark went into operation January 1, 1872.

J. J. MARTIN, Auditor.

OFFICE OF THE AUDITOR OF THE TREASURY  
FOR THE POST-OFFICE DEPARTMENT, October 29, 1872.

No. 33.—*Number of rates and weight of letters and weight of newspapers, &c., exchanged between the United States and Norway, Sweden, and Denmark during the fiscal year ended June 30, 1872.*

Line.	Letters.				Newspapers, &c.	
	Received.		Sent.		Received.	Sent.
	Rates.	Grams.	Rates.	Grams.	Grams.	Grams.
Baltic Lloyd .....	288	2, 826	2, 871	28, 745	.....	76, 350

Mails sent after January 1, 1872, under postal convention with Denmark.

J. J. MARTIN, *Auditor.*

OFFICE OF THE AUDITOR OF THE TREASURY  
FOR THE POST-OFFICE DEPARTMENT, *October 29, 1872.*

No. 34.—*Number of rates and weight of letters sent from the United States to Spain during the fiscal year ended June 30, 1872.*

Line.	Letters sent.	
	Rates.	Grams.
Hamburg-American Packet Company .....	274	2, 792

J. J. MARTIN, *Auditor.*

OFFICE OF THE AUDITOR OF THE TREASURY  
FOR THE POST-OFFICE DEPARTMENT, *October 29, 1872.*

No. 35.—*Statement of letters and newspapers, with the several postages, received in and sent from the United States to Panama during the fiscal year ended June 30, 1872.*

Pacific Mail-Steamship Company.	Letters.	Newspapers, &c.	Postage on letters.
Received .....	99, 765	56, 140	\$11, 254 95
Sent .....	96, 002	140, 029	15, 212 86
Total .....	195, 767	196, 169	26, 467 81
Add newspaper postages, at two cents each .....			3, 923 38
Total postages .....			30, 391 19
Increase compared with last fiscal year .....	4, 915	63, 349	3, 593 89

J. J. MARTIN, *Auditor.*

OFFICE OF THE AUDITOR OF THE TREASURY  
FOR THE POST-OFFICE DEPARTMENT, *October 29, 1872.*

No. 36.—Statement of letters and newspapers, with the several postages, received in and sent from the United States to Mexico during the fiscal year ended June 30, 1872.

United States and Mexican Steamship Company.	Letters.	Newspapers, &c.	Postage on letters.
Received .....	17, 277	19, 668	\$530 91
Sent .....	24, 867	37, 143	2, 486 70
Total .....	42, 144	56, 811	3, 017 61
Add newspaper postages, at two cents each.....			1, 136 22
Total postages.....			4, 153 83
Compared with last fiscal year.....	{ Increase.. 1, 469		
	{ Decrease ..	10, 883	116 67

J. J. MARTIN, Auditor.

OFFICE OF THE AUDITOR OF THE TREASURY  
FOR THE POST-OFFICE DEPARTMENT, October 29, 1872.

No. 37.—Statement of letters and newspapers, with the several postages, received in and sent from the United States to Brazil and Buenos Ayres during the fiscal year ended June 30, 1872.

United States and Brazil Steamship Company.	Letters.	Newspapers, &c.	Postage on letters.
Received .....	38, 027	34, 657	\$1, 663 03
Sent .....	51, 282	63, 514	7, 922 49
Total .....	89, 309	98, 171	9, 585 52
Add newspaper postages, at two cents each.....			1, 963 42
Total postages.....			11, 548 94
Decrease compared with last fiscal year .....	9, 178	5, 580	1, 727 65

J. J. MARTIN, Auditor.

OFFICE OF THE AUDITOR OF THE TREASURY  
FOR THE POST-OFFICE DEPARTMENT, October 29, 1872.

No. 38.—Statement of letters, with the several postages, received in and sent from the United States to Belize, Honduras, during the fiscal year ended June 30, 1872.

New Orleans and Honduras Steamship Company.	Letters.	Newspapers, &c.	Postage on letters.
Received .....	1, 278	No account	\$142 92
Sent .....	1, 409	taken.	167 88
Total .....	2, 687		310 80
Decrease compared with last fiscal year .....	2, 126		260 30

J. J. MARTIN, Auditor.

OFFICE OF THE AUDITOR OF THE TREASURY  
FOR THE POST-OFFICE DEPARTMENT, October 29, 1872.

No. 39.—*Statement of letters and newspapers, with the several postages, received in and sent from the United States to Ecuador during the fiscal year ended June 30, 1872.*

Pacific Mail-Steamship Company.	Letters.	Newspapers, &c.	Postage on letters.
Received .....	27	39	\$1 40
Sent .....	2, 082	4, 252	416 40
Total .....	2, 109	4, 291	417 80
Add newspaper postages, at two cents each .....			85 82
Total postages .....			503 62

OFFICE OF THE AUDITOR OF THE TREASURY  
FOR THE POST-OFFICE DEPARTMENT, October 29, 1872.

J. J. MARTIN, Auditor.

No. 40.—*Statement of letters and newspapers, with the several postages, received in and sent from the United States to the West India Islands during the fiscal year ended June 30, 1872.*

West India mail-steamers.	Letters.	Newspapers, &c.	Postage on letters.
Received .....	480, 194	121, 674	\$52, 667 31
Sent .....	335, 029	211, 563	35, 307 54
Total .....	815, 223	333, 257	87, 974 85
Add newspaper postages, at two cents each .....			6, 665 14
Total postages .....			94, 639 99
Increase compared with last fiscal year .....	92, 583	31, 037	10, 966 58

OFFICE OF THE AUDITOR OF THE TREASURY  
FOR THE POST-OFFICE DEPARTMENT, October 29, 1872.

J. J. MARTIN, Auditor.

No. 41.—*Statement of letters and newspapers, with the several postages, received in and sent from the United States to China and Japan during the fiscal year ended June 30, 1872.*

Pacific Mail-Steamship Company.	Letters.	Newspapers, &c.	Postage on letters.
Received .....	23, 871	25, 397	\$2, 291 80
Sent .....	26, 826	42, 369	2, 682 50
Total .....	50, 697	67, 766	4, 974 30
Add newspaper postages, at two cents each .....			1, 355 32
Total postages .....			6, 329 62

No reports received for mails in either direction prior to February 1, 1872.

OFFICE OF THE AUDITOR OF THE TREASURY  
FOR THE POST-OFFICE DEPARTMENT, October 29, 1872.

J. J. MARTIN, Auditor.

No. 42.—*Statement of letters and newspapers, with the several postages, received in and sent from the United States to Honolulu, Auckland, Melbourne, Sydney, &c., during the fiscal year ended June 30, 1872.*

California, Oregon, and Mexico Steamship Company.	Letters.	News-papers, &c.	Postage on letters.
Received .....	20,933	16,993	\$1,204 80
Sent .....	22,455	51,808	1,969 14
Total .....	43,388	68,801	3,173 94
Add newspaper postages, at two cents each .....			1,376 02
Total postages .....			4,549 96

No reports received for mails in either direction prior to February 1, 1872.

J. J. MARTIN, Auditor.

OFFICE OF THE AUDITOR OF THE TREASURY  
FOR THE POST-OFFICE DEPARTMENT, October 29, 1872.

No. 43.—*Statement of the amount of letter postages on the mails exchanged between the United States and Nova Scotia, Newfoundland, and Bermuda, (by mail-steamers,) with partial report of the number of letters and newspapers, during the fiscal year ended June 30, 1872.*

	Unpaid.	Unpaid distributed.	Paid distributed.	Number of letters.*	Number of newspapers.*
Received .....	\$908 82	\$938 49	\$1 00	13,708	4,481
Sent .....	32 86		3,504 71	5,073	5,421

\* Reported only by the New York office.

J. J. MARTIN, Auditor.

OFFICE OF THE AUDITOR OF THE TREASURY  
FOR THE POST-OFFICE DEPARTMENT, October 29, 1872.

No. 44.—*Amount of postages on mails exchanged between the United States and the British Provinces during the fiscal year ended June 30, 1872.*

(Incomplete returns.)

Amount on unpaid received .....	\$19,534 63	
Amount on paid received .....	164,009 46	
		\$183,544 09
Amount on unpaid sent .....	25,767 09	
Amount on paid sent .....	180,566 40	
		206,333 49
Total .....		389,877 58
Amount collected in the United States .....		\$200,101 03
Amount collected in the British Provinces .....		189,776 55
Excess collected in the United States .....		10,324 48
Increase compared with last fiscal year .....		\$8,443 12
Number of letters sent .....	2,738,209	
Number of letters received .....	2,553,660	
Number of newspapers sent .....	954,974	
Number of newspapers received .....	405,270	

NOTE.—Many of the exchange offices have failed to give the number of letters and newspapers exchanged.

J. J. MARTIN, Auditor.

OFFICE OF THE AUDITOR OF THE TREASURY  
FOR THE POST-OFFICE DEPARTMENT, October 29, 1872.



No. 45.—*Number of letters exchanged between the United States and foreign countries during the fiscal year ended June 30, 1872.*

Countries.	Number of letters.	
	Received.	Sent.
United Kingdom of Great Britain and Ireland .....	5, 187, 785	5, 569, 033
German Union .....	2, 502, 507	3, 145, 665
France .....	94, 251	132, 520
Belgium .....	62, 646	72, 344
Netherlands .....	78, 716	138, 802
Switzerland .....	155, 982	165, 022
Italy .....	139, 988	110, 340
Denmark .....	47, 010	15, 571
Norway, Sweden, and Denmark .....	288	2, 871
Spain .....		274
Panama .....	99, 765	96, 002
Mexico .....	17, 277	24, 867
Brazil .....	38, 027	51, 282
Honduras .....	1, 278	1, 409
Ecuador .....	27	2, 082
West India Islands .....	480, 194	335, 029
China and Japan .....	23, 871	26, 826
Honolulu, &c. ....	20, 933	22, 455
Nova Scotia, Newfoundland, and Bermuda* .....	13, 708	5, 073
Canadian Provinces* .....	2, 553, 660	2, 738, 209
Total .....	11, 517, 913	12, 655, 676
Increase compared with last fiscal year .....	1, 803, 862	2, 292, 043

\* Partial returns only.

J. J. MARTIN, Auditor.

OFFICE OF THE AUDITOR OF THE TREASURY  
FOR THE POST-OFFICE DEPARTMENT, October 29, 1872.

No. 46.—*Amounts reported as due the steamers of the Dale or Inman line for services rendered during the fiscal year ended June 30, 1872.*

Third quarter of 1871 .....	\$17, 090 43
Fourth quarter of 1871 .....	19, 377 32
First quarter of 1872 .....	14, 678 46
Second quarter of 1872 .....	12, 345 02
Total amount paid .....	63, 491 23

*Amounts reported as due the steamers of the North German Lloyd, of Bremen, for services rendered during the fiscal year ended June 30, 1872.*

Third quarter of 1871 .....	\$8, 354 81
Fourth quarter of 1871 .....	5, 741 86
First quarter of 1872 .....	5, 460 55
Second quarter of 1872 .....	5, 322 43
Total amount paid .....	24, 879 65

*Amounts reported as due the steamers of the Canadian line for services rendered during the fiscal year ended June 30, 1872.*

Third quarter of 1871 .....	\$1, 332 79
Fourth quarter of 1871 .....	286 62
First quarter of 1872 .....	684 87
Second quarter of 1872 .....	1, 669 40
Total amount paid .....	3, 973 68

*Amounts reported as due the steamers of the Hamburg-American Packet Company for services rendered during the fiscal year ended June 30, 1872.*

Third quarter of 1871.....	\$11,382 48
Fourth quarter of 1871.....	11,591 24
First quarter of 1872.....	10,632 30
Second quarter of 1872.....	11,782 28
Total amount paid.....	<u>45,388 30</u>

*Amounts reported as due the steamers of the Cunard line for services rendered during the fiscal year ended June 30, 1872.*

Third quarter of 1871.....	\$245 04
Fourth quarter of 1871.....	212 92
First quarter of 1872.....	1,291 28
Second quarter of 1872.....	1,247 83
Total amount paid.....	<u>2,997 07</u>

*Amounts reported as due the steamers of the Liverpool and Great Western Steam Company for services rendered during the fiscal year ended June 30, 1872.*

Third quarter of 1871.....	\$10,404 07
Fourth quarter of 1871.....	10,509 09
First quarter of 1872.....	18,646 58
Second quarter of 1872.....	18,718 51
Total amount paid.....	<u>58,278 25</u>

*Amounts reported as due the steamers of the Baltic Lloyd for services rendered during the fiscal year ended June 30, 1872.*

Third quarter of 1871.....	\$30 85
Fourth quarter of 1871.....	29 41
First quarter of 1872.....	.....
Second quarter of 1872.....	32. 36
Total amount paid.....	<u>92 62</u>

*Amounts reported as due the steamers of the Pacific Mail-Steamship Company for the conveyance of mails between the United States and Panama during the fiscal year ended June 30, 1872.*

Third quarter of 1871.....	\$5,521 53
Fourth quarter of 1871.....	5,492 42
First quarter of 1872.....	6,037 52
Second quarter of 1872.....	6,671 45
Total amount paid.....	<u>23,722 92</u>

*Amounts reported as due the steamers conveying the mails between the United States and the West India Islands, Mexico, Brazil, and New Zealand for services rendered during the fiscal year ended June 30, 1872.*

Third quarter of 1871.....	\$11,880 42
Fourth quarter of 1871.....	13,037 89
First quarter of 1872.....	15,800 07
Second quarter of 1872.....	15,428 26
Total amount paid.....	<u>56,146 64</u>

*Amounts reported as due the steamers conveying the mails between the United States and Nova Scotia for services rendered during the fiscal year ended June 30, 1872.*

Third quarter of 1871.....	\$956 85
Fourth quarter of 1871.....	247 19
First quarter of 1872.....	53 77
Second quarter of 1872.....	591 90
Total amount paid .....	<u>1,849 71</u>

The following supplemental reports, for transportation of San Francisco mails to England, for the periods named, have been made during the fiscal year ended June 30, 1872:

To Hamburg-American Packet Company for second quarter of 1871 .....	\$251 03
To Hamburg-American Packet Company for third quarter of 1871.....	226 81
To North German Lloyd, of Bremen, for second quarter of 1871.....	118 39
To North German Lloyd, of Bremen, for third quarter of 1871.....	71 70
To Dale or Inman line for second quarter of 1871.....	236 17
To Dale or Inman line for third quarter of 1871.....	354 40
To Cunard line for second quarter of 1871 .....	31 68
To Liverpool and Great Western Steam Company for second quarter of 1871 .....	14 80
To Liverpool and Great Western Steam Company for third quarter of 1871.....	5 58

The following reports for the transportation of closed mails, for the periods named, have been made during the fiscal year ended June 30, 1872:

To the steamers of the North German Lloyd, of Bremen:

For first quarter of 1870 .....	\$277 22
For second quarter of 1870.....	848 24
For third quarter of 1870 .....	35 46
For second quarter of 1871.....	36 92
For third quarter of 1871 .....	30 32
For fourth quarter of 1871 .....	2 05
Total .....	<u>1,230 21</u>

To the steamers of the Hamburg-American Packet Company:

For first quarter of 1870 .....	\$47 12
For second quarter of 1870.....	63 15
For third quarter of 1870 .....	25 25
For first quarter of 1871 .....	750 00
For second quarter of 1871.....	75 47
For third quarter of 1871 .....	1,896 88
For fourth quarter of 1871.....	1,398 37
Total .....	<u>3,556 24</u>

To the steamers of the Dale or Inman line:

For second quarter of 1870.....	\$600 27
For third quarter of 1870.....	683 57
For fourth quarter of 1870.....	1,361 63
For first quarter of 1871 .....	154 39
For second quarter of 1871.....	800 78
For third quarter of 1871 .....	1,089 89
For fourth quarter of 1871.....	788 84
Total .....	<u>4,879 37</u>

To the steamers of the Liverpool and Great Western Steam Company:

For first quarter of 1870 .....	\$657 20
For second quarter of 1870.....	1,214 27
For third quarter of 1870 .....	1,095 93
For fourth quarter of 1870.....	1,101 34
For first quarter of 1871 .....	1,555 05

For second quarter of 1871.....	\$489 27
For third quarter of 1871.....	768 42
For fourth quarter of 1871.....	682 56
Total .....	<u>7,564 04</u>

To the steamers of the Cunard line:

For second quarter of 1870.....	\$7 73
For third quarter of 1870.....	994 54
For fourth quarter of 1870.....	521 65
For first quarter of 1871.....	397 52
For second quarter of 1871.....	718 76
For third quarter of 1871.....	16 37
For fourth quarter of 1871.....	3 91
Total .....	<u>2,660 48</u>

J. J. MARTIN, Auditor.

OFFICE OF THE AUDITOR OF THE TREASURY  
FOR THE POST-OFFICE DEPARTMENT, October 29, 1872.

No. 47.—*Balances due the United States on the adjustment of the postal accounts between the United States and Switzerland, for the quarters indicated, settlements made during the fiscal year ended June 30, 1872.*

Third quarter of 1871.....	\$2,465 06
Fourth quarter of 1871.....	1,835 33
First quarter of 1872.....	1,958 65
Second quarter of 1872.....	1,941 44
Total.....	<u>8,200 48</u>

*Balances due the United States on the adjustment of the postal accounts between the United States and the Netherlands, for the quarters indicated, settlements made during the fiscal year ended June 30, 1872.*

Third quarter of 1871.....	\$674 86
Fourth quarter of 1871.....	734 22
First quarter of 1872.....	359 60
Total .....	<u>1,768 68</u>

*Balances due the United States on the adjustment of the postal accounts between the United States and the kingdom of Italy, for the quarters indicated, settlements made during the fiscal year ended June 30, 1872.*

Second quarter of 1871.....	\$984 30
Third quarter of 1871.....	824 72
Fourth quarter of 1871.....	1,142 56
Total .....	<u>2,951 58</u>

*Balances due from the United States to the kingdom of Belgium on the adjustment of the postal accounts between the United States and Belgium, for the quarters indicated, settlements made during the fiscal year ended June 30, 1872.*

First quarter of 1871.....	\$1,366 92
Second quarter of 1871.....	1,553 24
Third quarter of 1871.....	1,580 66
Fourth quarter of 1871.....	1,815 78
Total.....	<u>6,316 60</u>

*Balances due the German Union on the adjustment of the postal accounts between the United States and the German Union, for the quarters indicated, settlements made during the fiscal year ended June 30, 1872.*

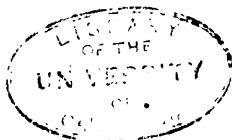
Third quarter of 1870.....	\$22,837 16
Fourth quarter of 1870.....	28,197 60
First quarter of 1871.....	33,330 91
Second quarter of 1871.....	29,338 49
Third quarter of 1871.....	34,189 47
Total.....	<u>147,893 63</u>

*Balances due the United Kingdom of Great Britain and Ireland on the adjustment of the postal accounts between the United States and the United Kingdom, for the quarters indicated, settlements made during the fiscal year ended June 30, 1872.*

First quarter of 1871.....	\$19,834 94
Second quarter of 1871.....	14,962 13
Third quarter of 1871.....	15,589 26
Fourth quarter of 1871.....	13,242 14
Total.....	<u>63,648 47</u>

J. J. MARTIN,  
Auditor.

OFFICE OF THE AUDITOR OF THE TREASURY  
FOR THE POST OFFICE DEPARTMENT, October 29, 1872.















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